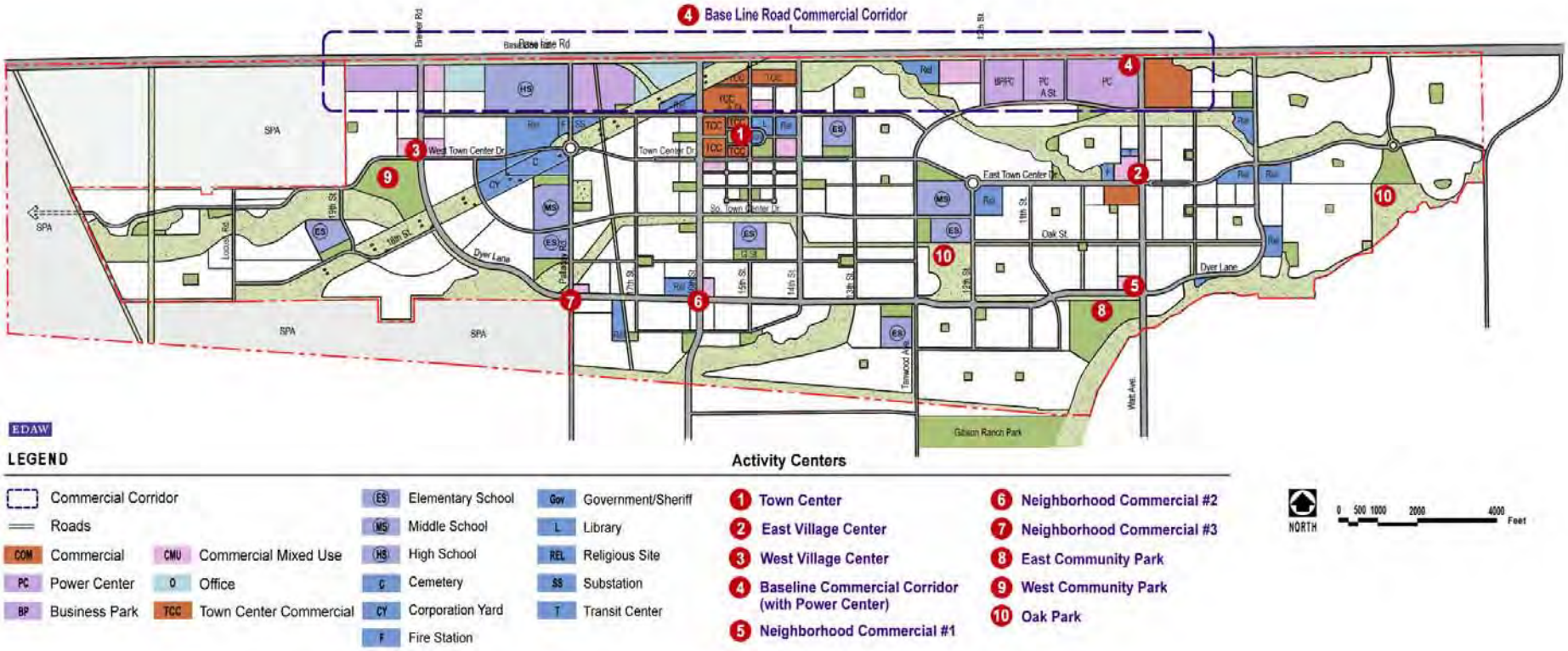
Figure 6.4 Activity Centers Site Diagram



6.3.2 GENERAL DESIGN GUIDELINES FOR ACTIVITY CENTERS

PEDESTRIAN-ORIENTED SITE DESIGN GUIDELINES

The overall site design should be organized to encourage pedestrian use and activity.

1. Ground-floor commercial buildings should be oriented to plazas, parks, and pedestrian-oriented spaces and streets rather than to interior blocks or parking lots.
2. Street-level windows and numerous building entries, including arcades, porches, bays, and balconies are encouraged.
3. Walls of commercial establishments without an entry or a pedestrian route shall include windows and display areas, or should be lined with retail shops to provide visual interest to pedestrians.
4. Entries to small shops and offices should be sited to directly open onto a pedestrian-oriented street. Buildings with multiple retail tenants should have numerous street entries.
5. Commercial centers should be designed to include pedestrian connections to surrounding neighborhoods.
6. Transit stops, where provided, should be conveniently located within each center and designed as an integral part of the site. Bus transit stops should include amenities that create an attractive and comfortable environment for transit users.

Stores oriented around a public plaza create a setting for pedestrian activity.

Street-level windows, architectural details and furniture provide interest along the street.

Transit stop designed for comfort and convenient access

BUILDING DESIGN GUIDELINES

Development should be designed to provide varied and interesting building façades and provide variety without creating a chaotic image. Facades should vary from one building to the next to avoid an overly unified frontage. Continuous covered walkways should be provided whenever possible.

Architectural Details

Provide architectural detailing that gives buildings human scale, visual interest, and distinctiveness through the following:

1. Use a variety of architectural elements such as arcades, recessed exterior balconies, changes in the façade treatment, window awnings, canopies, and other building elements that create visual interest through light and shadow.
2. Use special architectural features to accentuate building entries.
3. Avoid large blank walls at the building base along pedestrian walkways and entries. The building base should be articulated with changes in materials, color, and finishes, window and door patterns, and use of special building entrance features.
4. Coordinate the design of exterior elevations, roofs, and details to create a consistent overall design pattern within a buildings and development site.
5. Articulate wall and window surface places with setbacks, recesses, trim, reveals, or other design detail to add visual interest, scale, and changes in light and shadow to building façades.
6. Screen all utility boxes and rooftop equipment to provide attractive views on the street or from adjacent taller buildings. Avoid use of chain-link fences as rooftop screening.
7. Use high-quality finishes and materials that contribute to creating a unified building character and ensure a consistent design quality, particularly on surfaces adjacent to pedestrian spaces.

Architectural treatments at the corner define the entry area.

Walls and window surfaces articulated with recesses, trims, reveals and signage.

Build-to-Line

The build-to-line establishes a minimum percentage of building space (retail uses, public uses, or active spaces) facing the street with a minimum percentage of windows, doorways, and entry spaces facing onto the sidewalk. Activity spaces opening onto the street, enhance the pedestrian character of the street, provide for visual surveillance into the public realm, and increase the safety and security of the area.

The "Town Center" section of this chapter establishes a set of build-to-lines and their requirements for the town center. Commercial/ Mixed-Use sites in the village centers and neighborhood centers should also establish build-to-lines.

Materials

Materials used should reflect the style and overall character of buildings. Permanent, long-lasting, low-maintenance building materials are encouraged. These may include stone, stucco, brick, high-quality wood products, steel panel, or flange steel.

Use of Color

Colors should be used to bring together materials used in the design of the site and can complement the building architecture. Colors should be used to give distinct character to different buildings and different tenants within large building complexes.

Cornices

When used, cornices should have contrasting colors and materials to the wall surface areas next to them.

Roofs Forms:

Roof form should be used to identify and articulate different buildings and distinguish different tenants within a larger building complex.

Towers

Tower elements may be incorporated into building designs to create identity when appropriate to the building aesthetic. They can provide a change in scale at the street corners or be sited in between buildings to provide focal points and transitions between spaces or buildings in a multi-tenant complex. Tower elements should be used sparingly and not conflict with the rhythm of vertical elements on the block.

Windows

The shape, size, and placement of windows are major design elements that help establish the style and character of a building's design. Windows, located at the ground floor, along major pedestrian commercial streets, should be large display windows that have a transparent quality, connecting the activities within to the pedestrian experience outside. On upper floors, window design elements such as shutters, canopies, recesses, and other elements should be used to add variety to the building design fronting the street.

Canopies, Awnings, and Arcades

Canopies, awnings, and arcades should be used along pedestrian streets to add an additional layer of variety, depth, and interest to building façades. Canopies, awnings, and arcades help identify and articulate major entries, cast shadows on the building façades, and may be used to carry additional signage.

Varied roof heights, tower elements, and arcades help differentiate tenants within a larger building complex.

Variation in the placement of windows, entries, arcades and awnings help articulate the building facade.

Signage

Signs should be designed as an extension of the architecture of a building or site and should complement the building or site materials, colors and rhythm of walls, windows, parapets, and other architectural design features. Signage should provide information and identification of shops and tenants, should not be used as advertisement, and are subject to the standards in Policy 6.14 and the standards and requirements of Section 17.54.170 of the *Placer County Zoning Ordinance*. Refer to Section 6.2.4 for signage design guidelines.

Wall signs located on multi-tenant centers shall be designed to be compatible with each other through the coordination of sign type, size, placement, illumination, color, and/or font.

Lighting

Refer to Section 6.2.5 for lighting design guidelines.

Signage should be designed as an extension of the architecture of a building or site.

CIRCULATION AND PARKING DESIGN GUIDELINES

Centers should be designed with internal circulation systems that allow for easy, efficient, and safe, slow speed vehicular movement with well-defined pedestrian and bicycle paths.

1. Parking areas should be designed with separate vehicular and pedestrian circulation paths and include traffic calming design features. Alternative surface materials are encouraged to differentiate pedestrian circulation paths.

2. On-site pedestrian amenities and bicycle parking should be provided at convenient locations to site destinations with direct, safe, and convenient access to adjoining path and trail systems.

3. Off-street parking should be located at the rear of buildings with separated walkways leading to the street and entryways.

4. Dispersion of parking into smaller units is encouraged.

5. Parking lots of commercial centers and public use areas should contain landscaped areas with large shade trees of sufficient size and shading to surrounding parking spaces (see Policy 6.25).

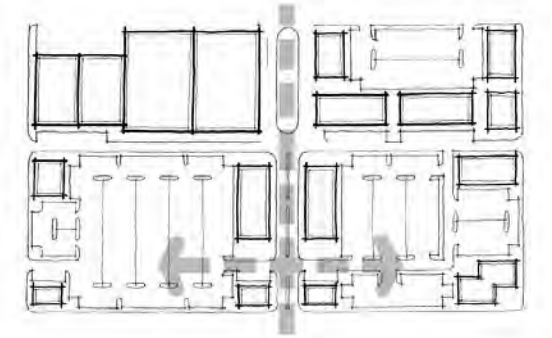
6. Shared parking arrangements and driveway access between adjoining commercial and office projects are encouraged. Parking standards may be relaxed to facilitate shared parking (see Policy 3.20 for parking reductions in Commercial/Mixed-use sites).

7. Park and ride lots are provided primarily in the transit center and town center. Other commercial sites are also encouraged to provide smaller park and ride lots as a shared parking use incorporated into the overall parking design.

8. Service areas and loading functions should be integrated into the circulation pattern to minimize conflicts with vehicles and pedestrians. Service areas should be screened from public view with fencing, walls, and landscaping, or a combination of these elements.

Parking areas should provide clearly defined pedestrian access, separated from vehicular traffic.

Place bicycle facilities, seating, and other pedestrian amenities convenient to public destinations.



Shared parking arrangements and driveways between adjoining commercial and office projects is encouraged.

Screen service area and mechanical equipment with landscaping, walls, or a combination of these.

6.3.3 TOWN CENTER

The Placer Vineyards town center is located in the "heart" of the community, just south of Base Line Road from 16th Street, extending east to 14th Street. The town center provides a "traditional" small-town core and acts as the community focal point for Placer Vineyards. The urban design vision for the town center is focused on a traditional grid street pattern, organized around a town green. The town center is intended to be pedestrian in scale with large tree-shaded streets and retail and civic uses oriented to the street.

The town center is designed as a pedestrian-friendly streetscape environment with buildings located behind wide sidewalks. This streetscape environment allows outdoor eating, display areas, and public art exhibits and features angled street parking for easy access to local shops and stores. Shared parking areas are located within the middle of each block with buildings oriented toward the street and the town green.

Goal 6.19 Create a mixed-use, pedestrian-friendly town center, including residential developments that are higher density and mixed-use; loft spaces; professional offices; traditional retail stores, neighborhood-serving retail, and services; entertainment uses, such as movie theaters and live entertainment venues, restaurants, and cafes; and a range of public uses, including a community recreation center, library, and civic buildings for government offices, community meetings, and public gatherings.

Policy 6.27 Town Center Design.

The town center shall be designed to serve as the public, institutional, and social focal point for the community. The town center will contain:

- *A recreation center with meeting facility (Refer to Chapter VII, "Parks and Open Space" for a conceptual diagram for the recreation center),*
- *A centrally located government center and sheriff station that anchors and serves as a visual landmark for the town green,*
- *A library, and*
- *A religious site.*

Policy 6.28 Town Center Design Standards.

Within the town center, the following standards shall apply. Refer also to Appendix A, Section 3.4 for Town Center Commercial development standards.

1. *At least 70% of the frontage at a build-to-line shall be occupied by a building with the façade placed at the back of the sidewalk (see Figure 6.6, "Town Center Design Framework" for the location of build-to-lines for the town center).*
2. *At least 70% of the façade of the first floor of all buildings in the town center on the blocks with build-to-lines shall have transparent storefront glass, windows, entries, doorways or other active spaces fronting onto the public streets and sidewalks.*
3. *Buildings in the town center shall be a minimum of 25 feet in height.*

Policy 6.29 Town Center Sidewalk Design.

Sidewalk designs shall be guided by Figures 6.8 through 6.11 and the following:

1. *Any sidewalk that fronts on to commercial development shall maintain a minimum 6-foot wide clearance for pedestrian traffic.*
2. *All sidewalks shown in street section T2 shall be a minimum of 16' in width. Sidewalks shown in street section T3 shall be a minimum of 12' in width. All other sidewalks shall be guided by widths shown in the appropriate street sections.*
3. *Sidewalks at outdoor eating areas shall be a minimum of 16' in width unless buildings are designed to inset a portion of the outdoor eating area onto the commercial development site.*
4. *The width of sidewalks as part of the overall Town Center design will be reviewed during the Design/Site Review process.*

Policy 6.30 Parking in the Town Center.

The following parking standards apply to the town center (refer also to Appendix A, Section VI: "Parking Standards"):

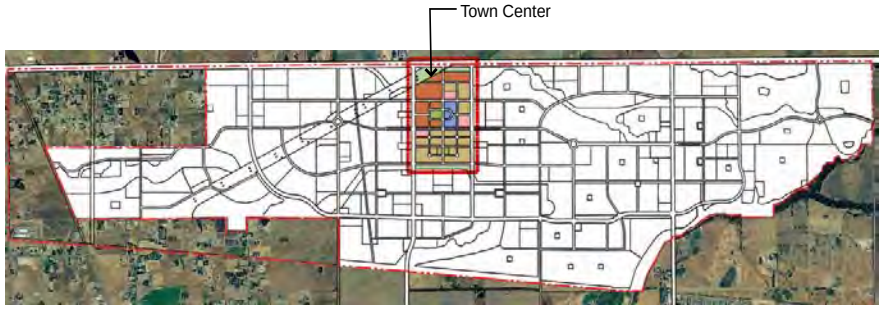
1. *For mixed-use projects, parking may be shared between uses, as defined in Policy 3.20.*
2. *Within the town center, all on-street parking will be used in the calculation of parking requirements for all land uses. Calculation of on-street parking includes all parallel parking and diagonal parking along the subject parcel boundaries.*

3. *Off-street common parking areas shall be located in the middle of most blocks where feasible. Reciprocal access and use agreements shall be recorded between property owners of the businesses that use the parking facility.*

4. *Off-street parking lots shall be screened with shrubs, trees, landscaped berms, and low fences, walls, or other landscape design elements.*

5. *Parking structures, if required or desired, shall be architecturally incorporated into the design of surrounding buildings and landscaping in the town center.*

6. *Parking structures facing onto the retail streets shall incorporate ground-floor retail uses along the street.*



Town Center Site Location Diagram

Figure 6.5 Town Center Illustrative Site Plan

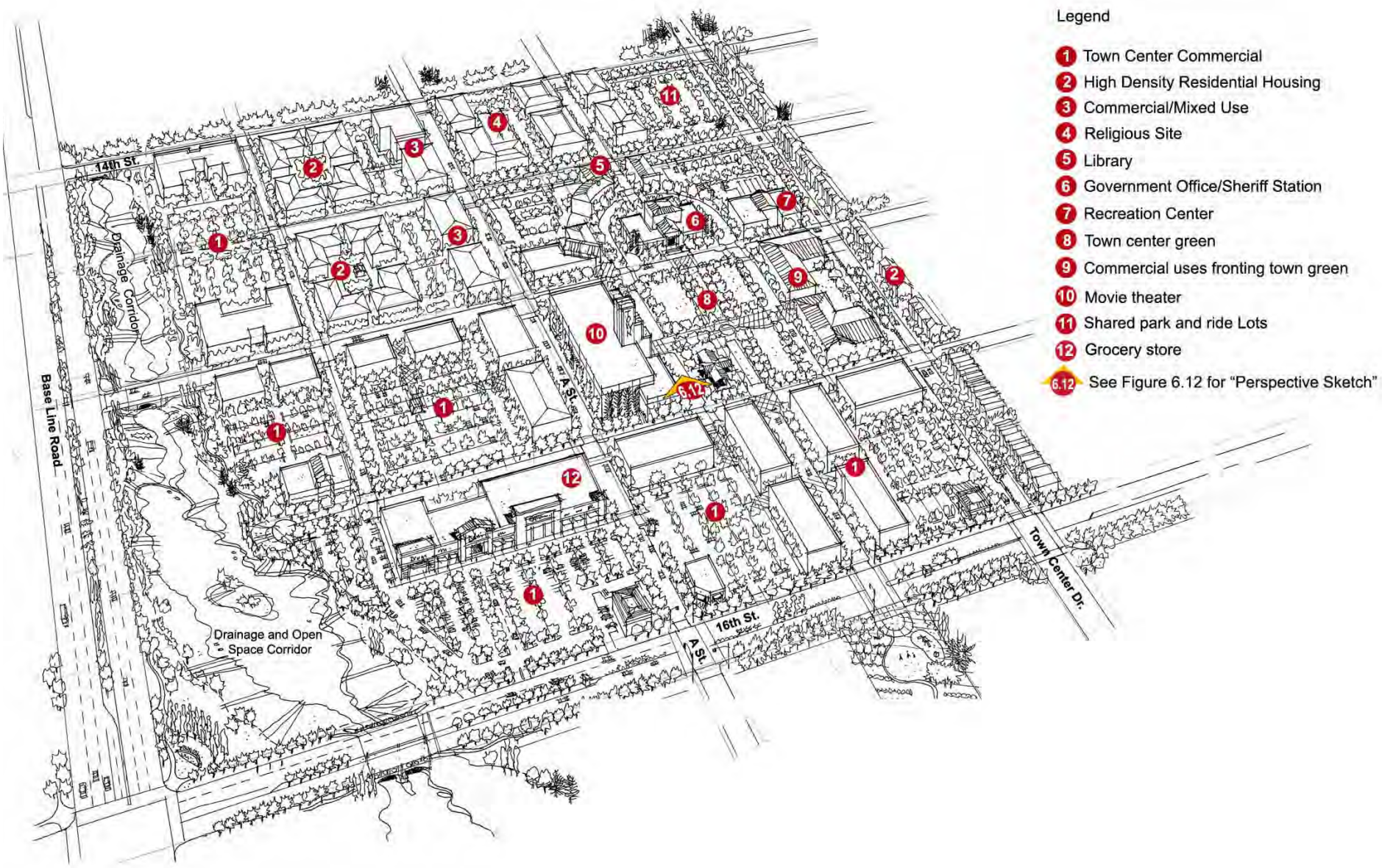


Figure 6.6 Town Center Design Framework

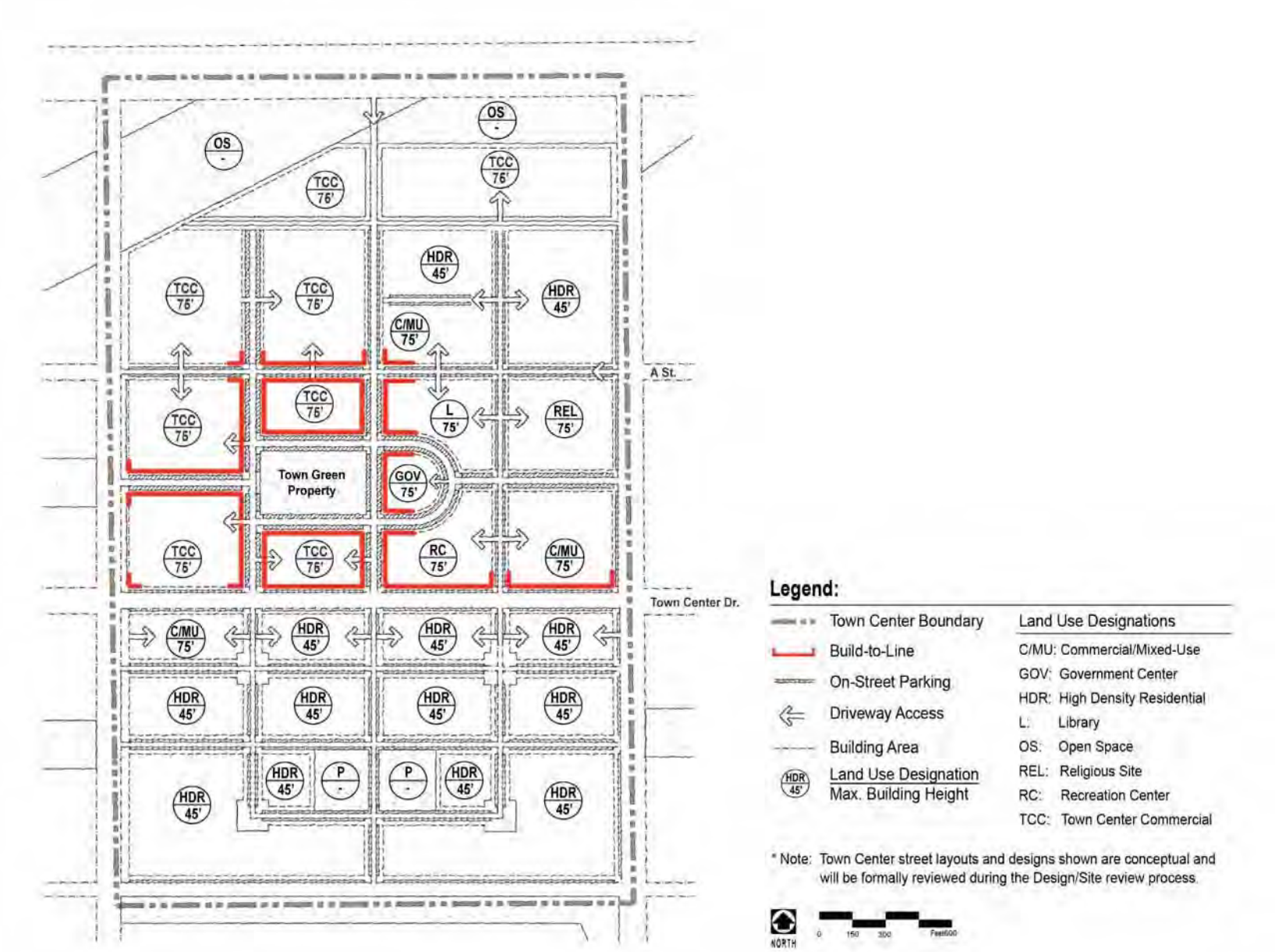


Figure 6.7 Town Center Massing

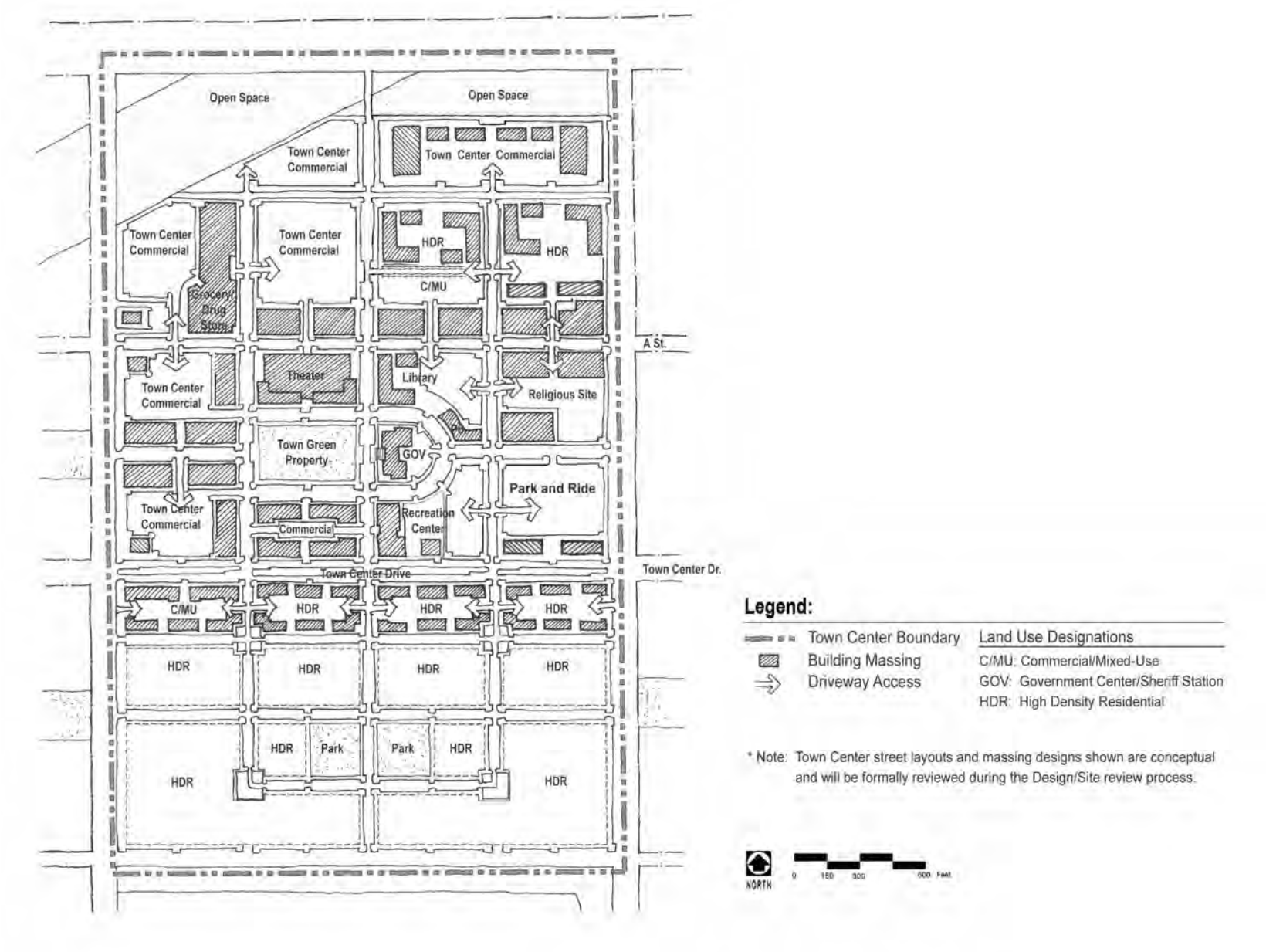


Figure 6.8 Town Center Parking and Streetscape

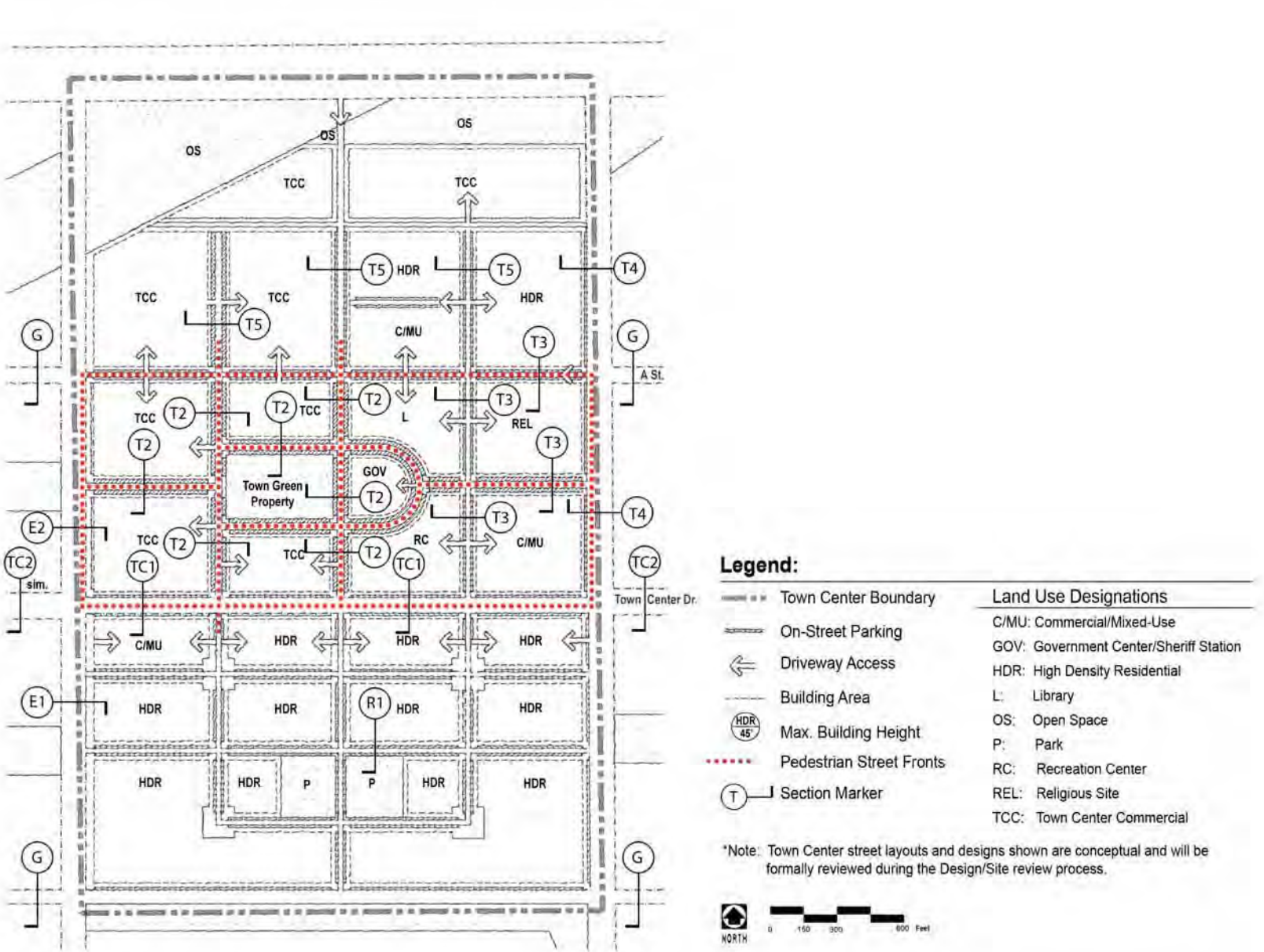
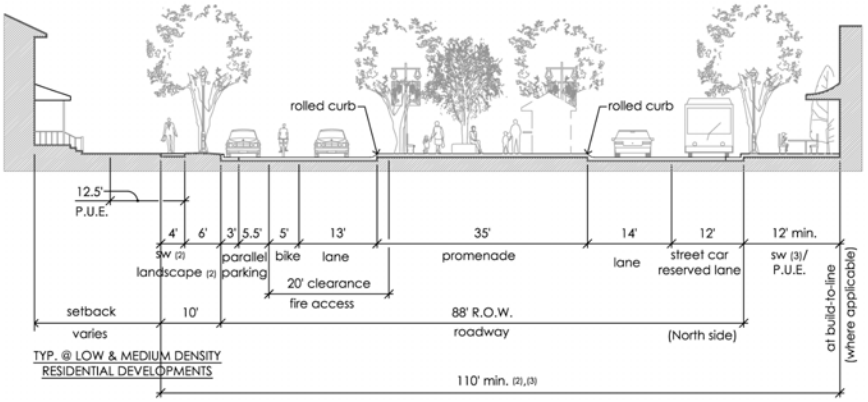


Figure 6.9 Town Center Street Section



Section TC1: Town Center Drive (Build-out)
Elevation

Notes:

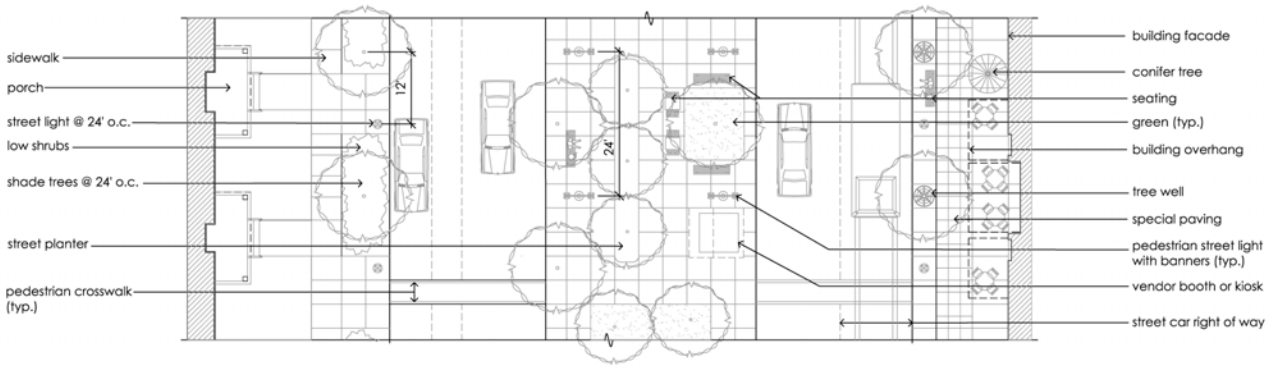
(1) Plan Area build out condtion with streetcar

(2) A 4-foot sidewalk and 6-foot landscape strip shall be be provided adjacent to low and medium density residential developments; a 6-foot sidewalk and 8-foot landscape strip shall be provided adjacent to high density residential, retail and office developments.

(3) Sidewalks fronting retail and office developments shall maintain a minimum 6-foot wide clearance for pedestrian traffic. Also refer to Policy 6.29, "Town Center Sidewalks."

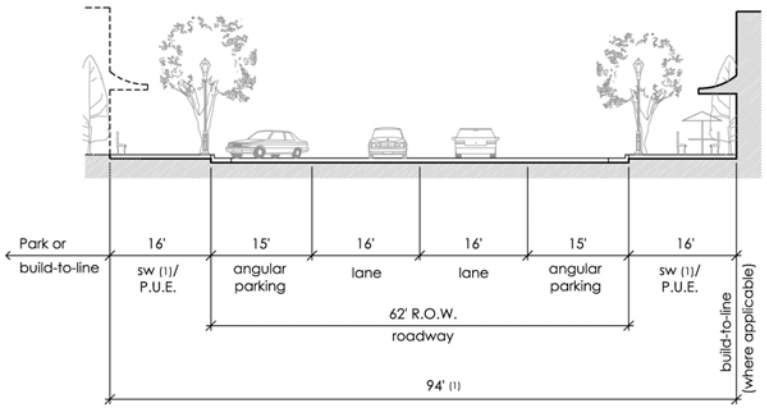
LEGEND

sw	sidewalk
landscape	landscaping
lane	driving lane
bike	bike lane
P.U.E.	public utility easement
R.O.W.	right-of-way
min.	minimum
o.c.	on center
typ.	typical



Section TC1: Town Center Drive
Plan

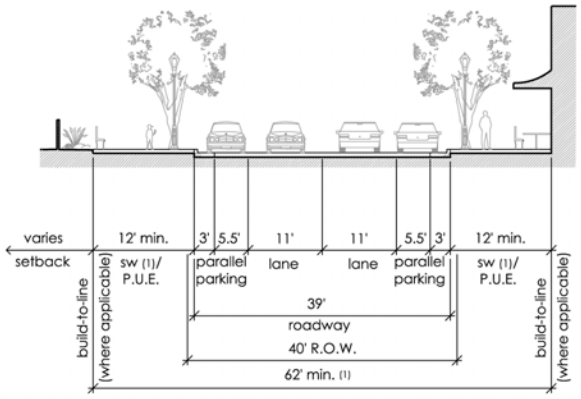
Figure 6.10 Town Center Street Section



Section T2: Town Center Street Type A- Elevation

LEGEND

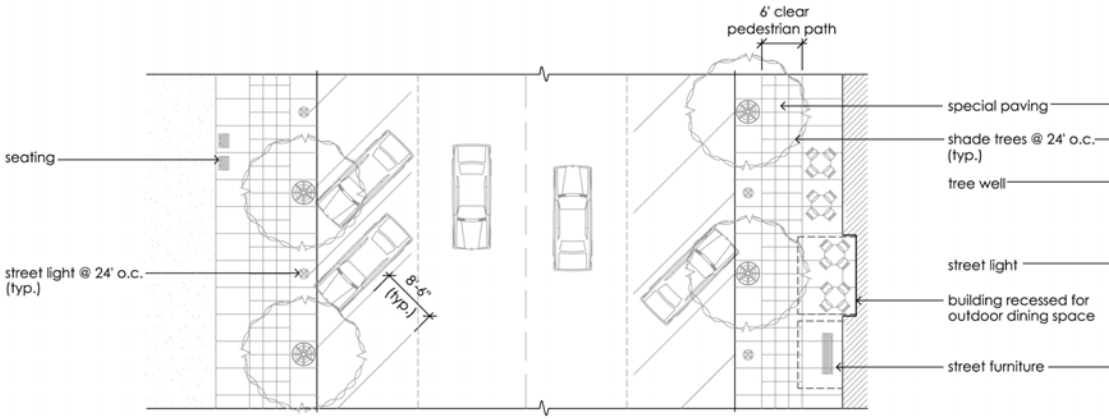
landscape	landscaping
lane	driving lane
bike	bike lane
min.	minimum
R.O.W.	right-of-way
o.c.	on center
sw	sidewalk
typ.	typical



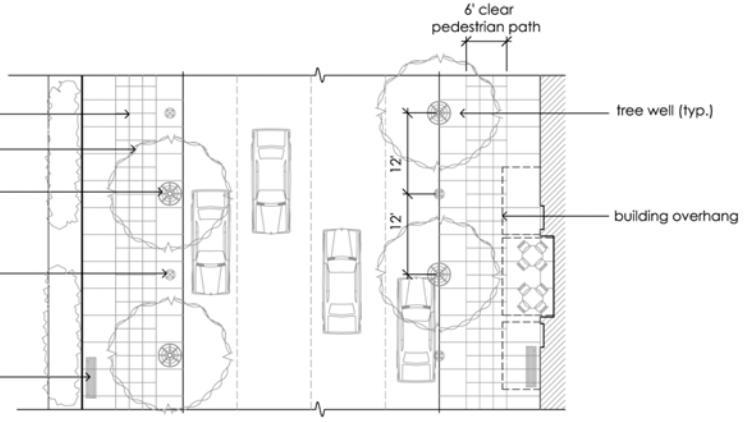
Section T3: Town Center Street Type B- Elevation

Notes:

(1) Sidewalks fronting retail and office developments shall maintain a min. 6-foot wide clearance for pedestrian traffic. Also refer to Policy 6.29, "Town Center Sidewalks."

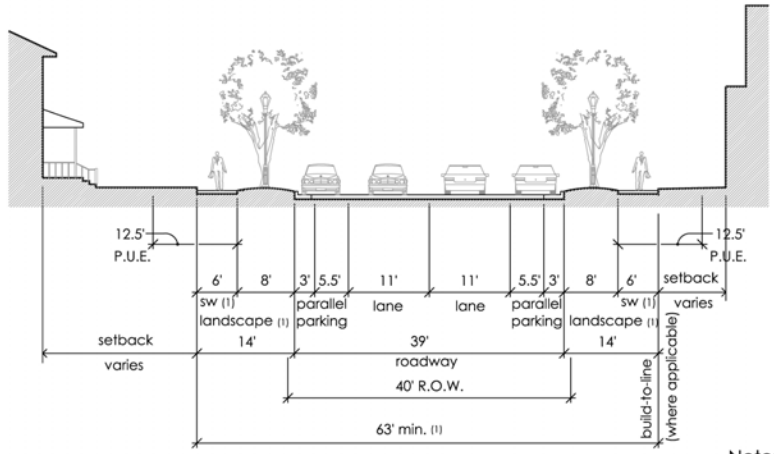


Section T2: Town Center Street Type A- Plan



Section T3: Town Center Street Type B- Plan

Figure 6.11 Town Center Street Section



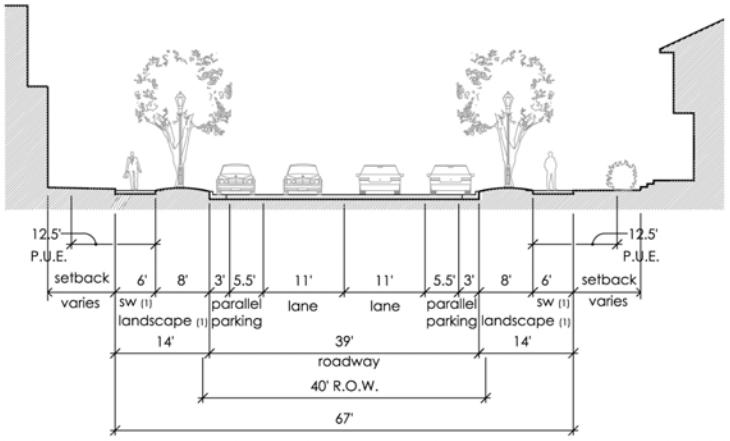
Section T4: Town Center Street
Type C- Elevation

LEGEND

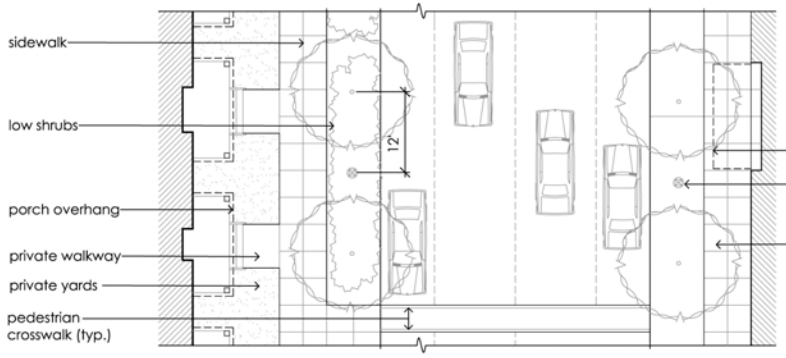
landscape	landscaping
lane	driving lane
bike	bike lane
min.	minimum
R.O.W.	right-of-way
o.c.	on center
sw	sidewalk
typ.	typical

Notes:

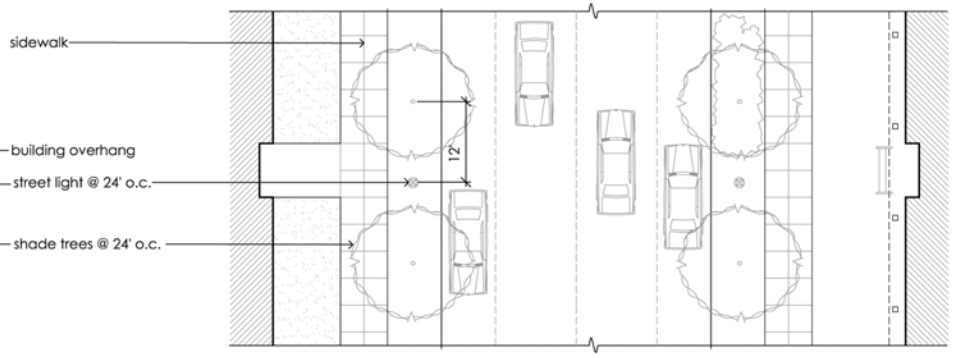
(1) Sidewalks fronting retail and office developments shall maintain a min. 6-foot wide clearance for pedestrian traffic. Also refer to Policy 6.29, "Town Center Sidewalks."



Section T5: Town Center Street
Type D- Elevation

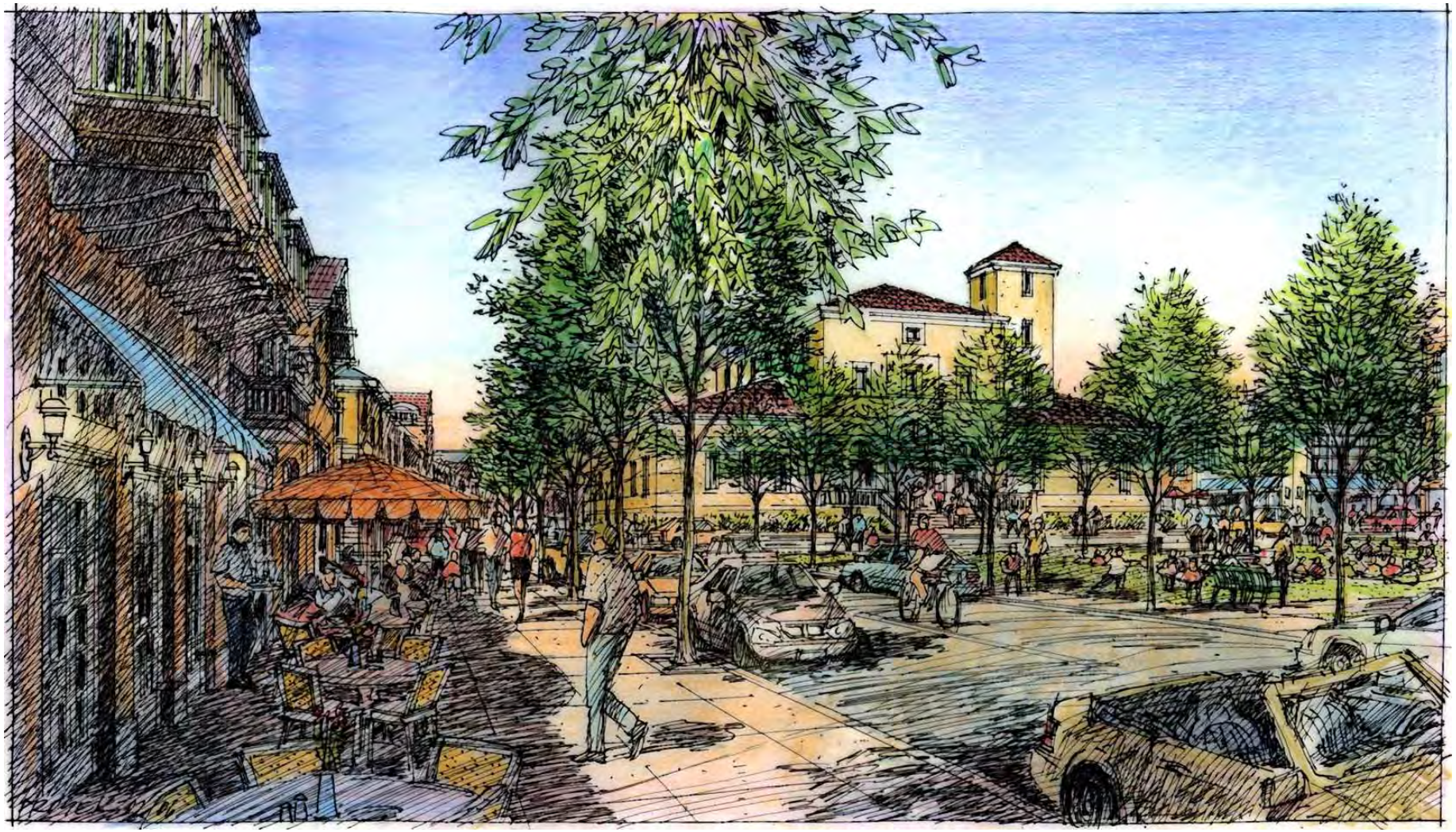


Section T4: Town Center Street
Type C- Plan



Section T5: Town Center Street
Type D- Plan

Figure 6.12 Town Center Perspective Sketch



TOWN CENTER SITE AND BUILDING ORIENTATION DESIGN GUIDELINES

Recognizing that the build-out of the town center will occur over a 20-30-year time frame, development within the town center shall be guided by the following.

1. The town center is centered on a "town green," designed as an urban park and intended to function as the formal outdoor, public gathering place for the community. Refer also to Chapter VII for a description and conceptual diagram of the town green.

2. The town green should provide convenient pedestrian access and circulation from other areas of the town center, comfortable seating areas protected from the sun, and other pedestrian amenities, such as large-canopy shade trees, water features, public art, and a small outdoor band shell or space equipped for portable performance set-up for public events.

3. Buildings in the town center fronting onto the public streets and town green are encouraged to be surrounded with outdoor eating and dining areas with cafes, coffee shops, restaurants, and other food services located on the periphery. See Figure 6.8 for a conceptual massing diagram.

4. The town center should consist of compact districts contained within a regular grid street pattern to create small, walkable blocks in the commercial core. In general, blocks should typically be about 300 feet in length.

5. In limited areas, parcels may be aggregated to form larger development sites to accommodate a variety of retail and office uses in the town center and to better serve the community shopping needs, such as, a grocery store, hospital site, or department store. Refer to Appendix A, "Land Use and Development Standards," for commercial site design standards.

6. In the event that a large site aggregation occurs, driveways and pedestrian linkages serving these large parcels should be located mid-block to better integrate the development into the urban pattern and preserve the street grid.

7. Buildings on larger aggregated sites should be organized to fit into the overall urban character of the town center and avoid large parking areas separating the retail use from the town center core.

8. Commercial streets surrounding the town green should be designed with diagonal parking and corner bulb-outs to increase pedestrian safety and access across streets.

9. Sidewalks should be designed with appropriate and coordinated pedestrian furniture, including seating, trash receptacles, pedestrian lighting, newspaper racks, bicycle parking areas, drinking fountains, signs, information kiosks, and bus shelters.

10. Additional landscape amenities may be provided as decorative elements such as landscape planters for flowers, specialized ground cover, corner bulb-outs, flower boxes along outdoor eating areas, and hedge planting used to screen surface parking lots.

11. Pedestrian and bicycle paths should be designed appropriately to provide for safe pedestrian access, circulation, and connections to surrounding residential neighborhoods.

A mix of first and second story uses in the town center

Illustration of build-to-line

Town center commercial street articulated with the use of planters, bollards, and decorative paving

12. A mix of ground-floor and second-story uses is encouraged, particularly adjacent to the town green. Second-story uses are encouraged at street intersections and to terminate vistas along the major axis of the town green.

13. Street elevations within the town center should reflect varying styles and should not be limited to one particular theme or style. The scale and massing of the elevations should have a pedestrian scale, creating visual interest, variety, and avoiding continuous blank walls.

14. All sides of buildings visible to the public should be designed as active, interesting façades. Service areas and façades that are not generally visible from the public streets and open spaces may be simpler in design treatment.

TOWN CENTER BUILDING DESIGN GUIDELINES

The overall building style of the town center should be developed to use traditional materials and building forms to create an architectural character that is unique to Placer Vineyards.

Roofs Forms

Roof forms should be used to identify and articulate different buildings and distinguish different tenants within a larger building complex. Roof forms in the town center may include flat roofs, pitched and hipped roofs, and other distinctive roof shapes and forms. Pedestrian areas should be enhanced by shed and gabled roof elements that extend into the pedestrian realm as arcades to provide cover and shade. Dormer elements are encouraged to provide an added layer of detail, shadow, and variety to roof forms. Use of contrived or fake mansard roof elements to screen roof top equipment should be avoided.

Varied architectural features and outdoor furniture accent the mix of ground-story and second-story uses.

A tower element can enhance the identity of the Town Center and serve as a public focal point or landmark.

Cornices

Varied cornice elements help to give the town center a "built-over-time" appearance.

Canopies, Awnings and Arcades

Canopies, awnings, and arcades should be used to provide the patrons of the town center with protection from the weather during winter rainy months and hot summer months, to identify and articulate the pedestrian way and major entries, or to carry additional signage.

Towers

Tower elements situated and massed appropriately can enhance the town center's identity and character. Towers can serve as focal points and transitions between spaces. One larger tower should be incorporated in the design of one of the town center community buildings to identify it with a landmark, visible from the surrounding community.

Windows

Window sizes and proportions should be appropriate to the individual building styles and uses. Window forms and shapes may vary from building to building to subtly reflect a "built-over-time" appearance in the town center.

Use of Color

Colors should be consistent within the town center district. Colors should be used to bring together materials used throughout the town center, to complement the building architecture– stone, concrete, wood, stucco, glass, fabrics, or other materials. Colors should be used to give distinct character to different buildings and different tenants within large building complexes.

Materials

Materials used should reflect the style and overall character of buildings. The materials used for the Placer Vineyards town center should be high quality, long lasting, and low maintenance. Use of the following materials in the town center are encouraged:

- Stone,
- High-quality wood products,
- Brick,
- Steel,
- Smooth stucco finishes, and
- Glass

Use of the following materials in the town center are discouraged:

- Heavy stucco finishes,
- Contrived stone veneers (stucco stone),
- Unfinished tilt-up wall panels,
- Large unbroken window walls,
- Exposed concrete block walls, and
- Exposed aggregate walls

A variety of materials - brick, stone, stucco and glass are encouraged to be used in the Town Center

Signage and lighting in the Town Center should reflect the overall character and theme of the site

Signage

Signs in the town center should reflect its overall character and theme and preserve the integrity of the building's architecture. The form, size and fonts used in the town center signage systems should vary from building to building and tenant to tenant to create visual interest and give the effect of a cumulative building process. Pedestrian-scale permanent monument signs are also encouraged at information kiosks to guide the visitor from one point to another throughout the town center and the Plan Area.

Generally, the main identification signs should be mounted flush to the building façade. Projecting signs extending over pedestrian walkways designed as iconic symbols of the retail use are encouraged. Freestanding monument signs within the town center core area are discouraged. Neon signage, if used, should be artistically applied as a contrasting element in the building façade.

Lighting and Pedestrian Furniture

Pedestrian-scale street lights shall be provided at an appropriate spacing within the town center, located at street intersections, parking lot access points, pedestrian alleyways, and walkways. Streetlights should be equipped with standards for hanging decorative banners, flags, and flower baskets.

6.3.4 VILLAGE CENTERS

Two mixed-use village centers are planned for Placer Vineyards. One village center is located on the east side of the Plan Area, along Watt Avenue. The second village center is located on the west side on Dyer Lane. These village centers are pedestrian-oriented, mixed-use activity nodes, providing retail sales and services to the immediate surrounding neighborhoods.

Village centers are intended to provide a unique, small cluster of activities, with offices and residential uses above ground-floor retail uses. Streets and pedestrian and bicycle paths connect the village centers to surrounding residential neighborhoods. Buildings are clustered around small neighborhood plazas, greens, or gathering places where local residents can meet for activities and events.

Village centers are intended to provide a mix of uses with office or residential uses either adjacent to or above ground-floor, neighborhood-serving, retail activities. Potential village center retail sales and services may include uses such as delis, grocery stores, specialty food stores, drug stores, cafes, and restaurants, bakeries and donut shops, laundry facilities, hair salons and barber shops, gas stations, video stores, and offices.

Goal 6.20 Provide two village centers in Placer Vineyards.

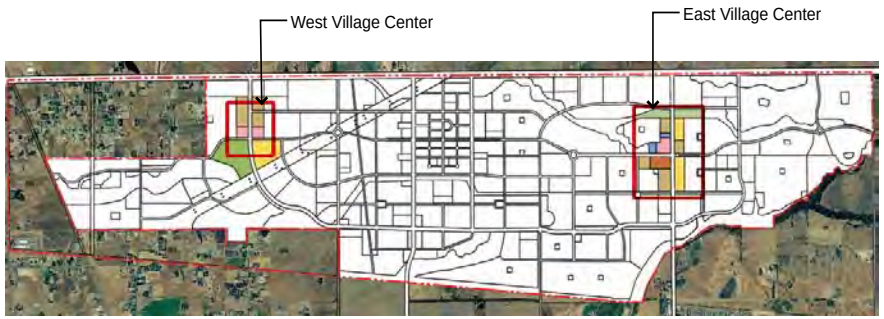
Policy 6.31 Village Centers.

Village centers are higher density centers surrounded by high-density residential neighborhoods and located within one-quarter mile walking distance of lower density residential neighborhoods. Two mixed-use, pedestrian-oriented village centers will be created in Placer Vineyards. The east village center is located at the intersection of Watt Avenue and Town Center Drive. The west village center is located at the intersection of West Dyer Lane and Town Center Drive.

Village centers incorporate civic and public uses such as a public green or plaza, day care uses, religious facilities, a post office, transit stops, and other similar uses that support civic activity and community life.

Policy 6.32 Transit Access

Village centers shall be transit-oriented activity nodes. Bus turnouts, shelters, and clear pedestrian paths from the street to the commercial centers, transit centers, parks, and other public facilities should be incorporated into the design of the village centers.



Village Center Site Location Diagram

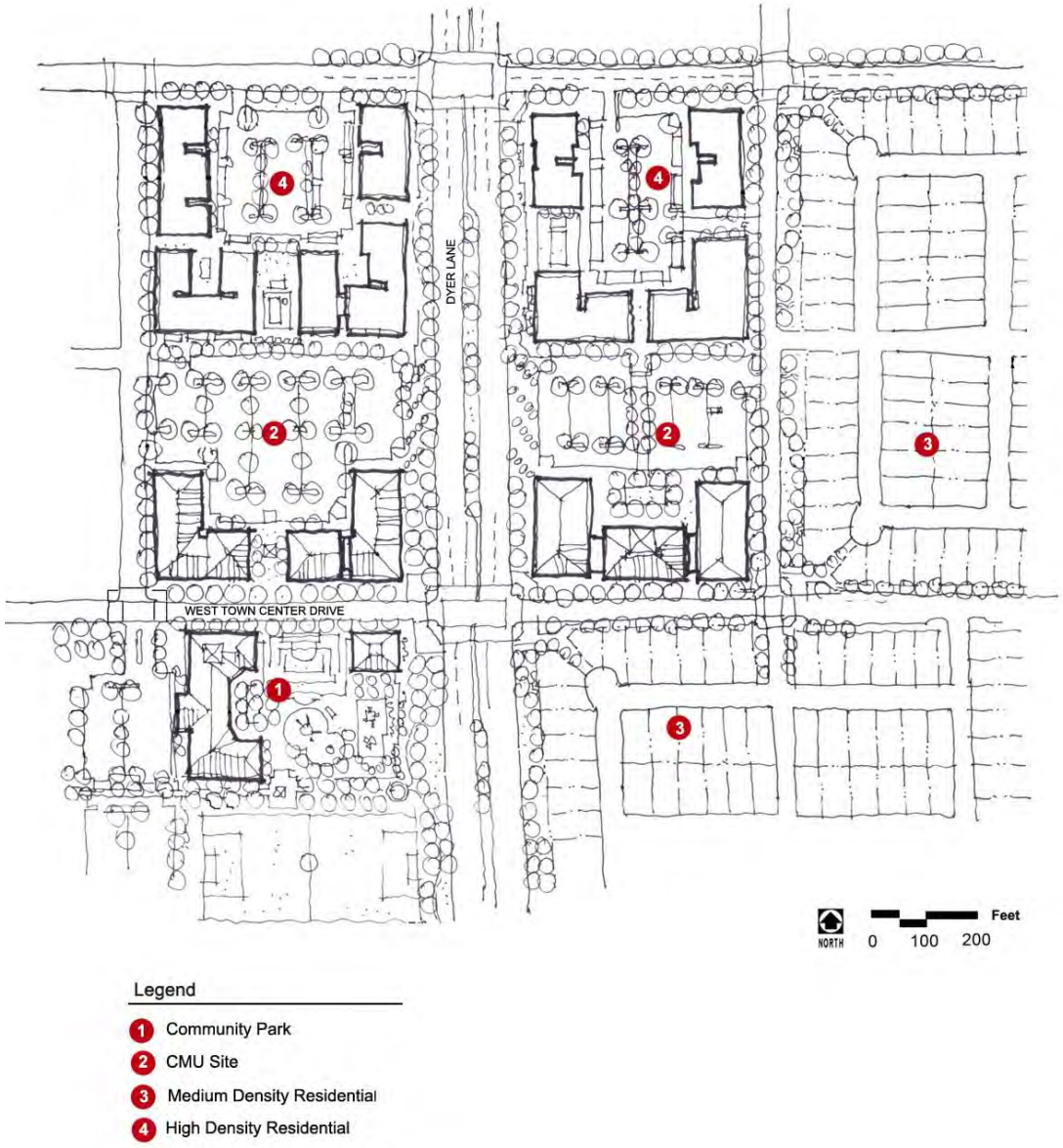
WEST VILLAGE CENTER

The west village center, located along Dyer Lane and Town Center Drive, provides a cluster of mixed-use commercial and higher intensity residential uses in the vicinity of surrounding residential neighborhoods and a range of public facilities, the new high school, and local religious facilities. The west village center also provides connections to open space corridors and roadways.

A range of locally serving retail uses are encouraged in the west village center. Such uses include restaurants and cafes, grocery stores, drug stores, delis and specialty food stores, hair salons and barber shops, laundry and dry cleaning services, video stores, hardware stores, wine stores, liquor stores, gas stations, bakeries, ice cream shops, shoe stops, appliance stores and repair shops, and other neighborhood serving goods and services. In addition, the west village center provides opportunities for a range of small offices and professional services such as dentists and doctors and accounting and real estate offices.

The west village center is designed as a mixed-use, pedestrian- and transit-oriented (bus stop) center. It is designed with higher density residential uses or offices over ground-floor retail uses, located within a 5-minute walk (roughly one-quarter mile) from the surrounding neighborhoods.

Figure 6.13 West Village Center Conceptual Site Design



EAST VILLAGE CENTER

The east village center, located at the intersection of Watt Avenue and Town Center Drive, will feature a range of locally serving retail uses and services and include a transit center and fire station. The east village center is larger than the west village center and is intended to create a higher density, pedestrian- and transit-oriented, mixed-use node of activity.

A range of locally serving retail uses are encouraged in the east village center. Such use include neighborhood retail goods and services, restaurants and cafes, grocery stores, drug stores, delis and specialty food stores, hair salons and barber shops, laundry and dry cleaning services, video stores, hardware stores, wine stores, liquor stores, gas stations, bakeries, ice cream shops, shoe stops, appliance stores, repair shops, and other similar neighborhood-serving goods and services. In addition, the east village center provides opportunities for a range of small offices and professional services such as dentists and doctors, accounting and real estate offices, public and quasi-public uses, and facilities such as day care, religious facilities, and outdoor plaza, park, and gathering places.

The transit center provides a major bus stop and park-and-ride facilities for a bus transfer station and future bus rapid transit (BRT) service planned for Watt Avenue. It also provides connections to a streetcar system with services to the town center and to an internal bus system that will provide links to the neighborhoods, major community facilities, schools, and the town center.

Direct pedestrian and bicycle access is provided from surrounding residential neighborhoods and along adjacent open space corridors.

Figure 6.14 East Village Center Conceptual Site Design

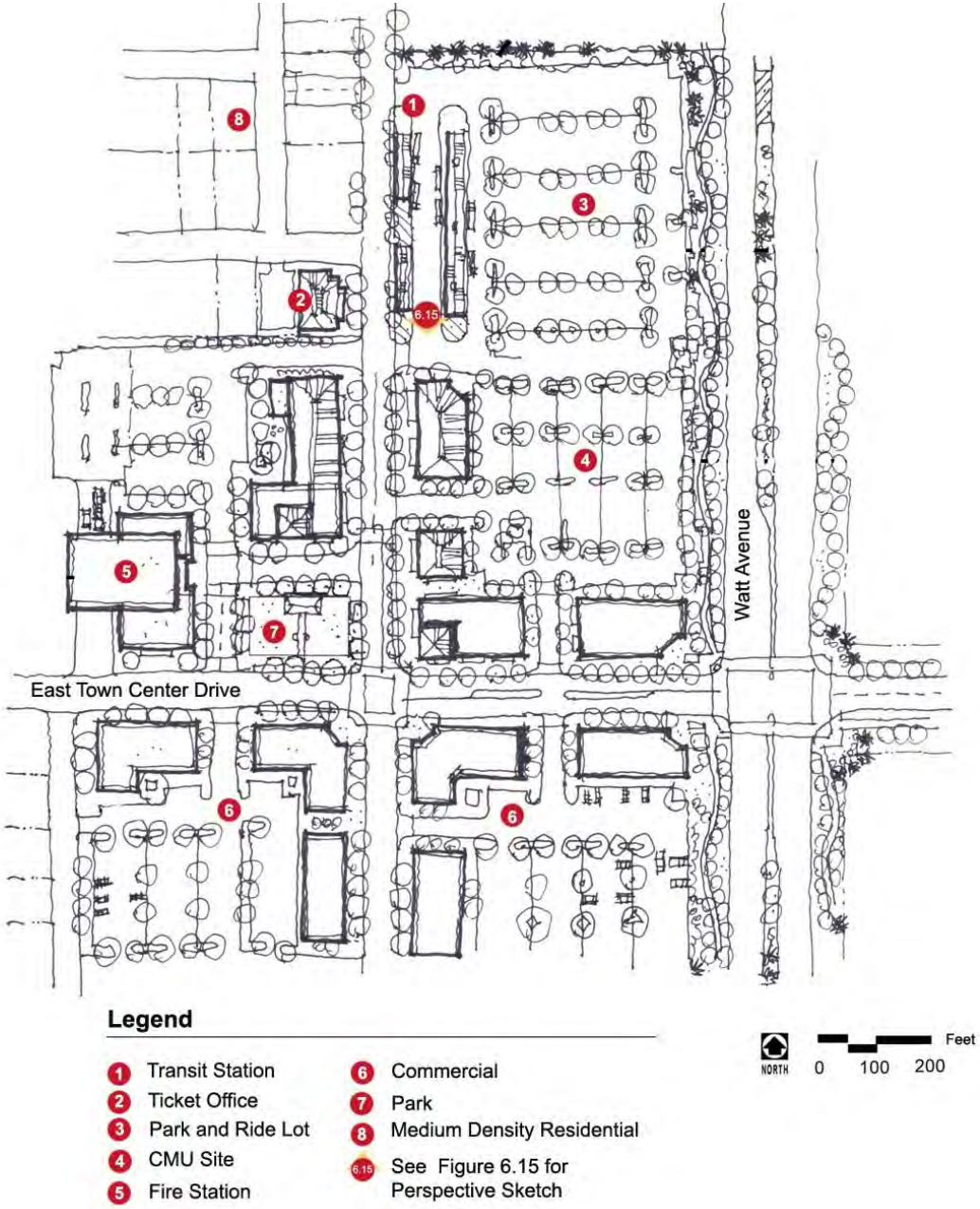
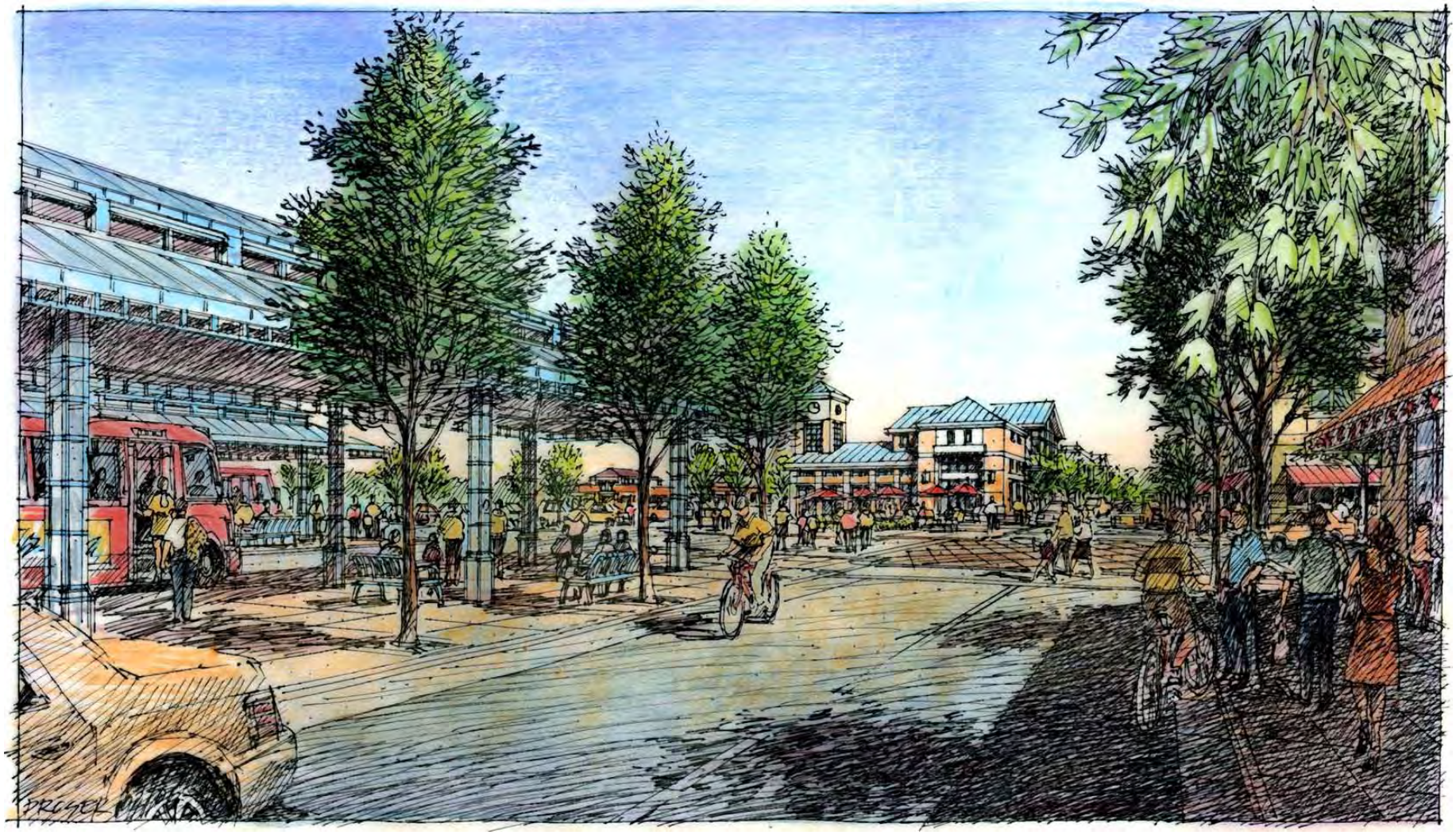


Figure 6.15 East Village Center Perspective Sketch



GENERAL VILLAGE CENTER DESIGN GUIDELINES

Streetscape Design Guidelines:

Walkways in the mixed-use village centers should be designed to create a pedestrian-friendly environment, should be urban in character, and should be designed with the following features:

1. Wide sidewalks designed to support the active pedestrian environment with adequate widths for strollers and wheelchairs to pass one another on the same walkway.
2. Curb ramps and design features to emphasize the pedestrian movement across traffic lanes at key intersections of thoroughfares, arterials, and collector streets.
3. Textured or colored pavement highlighted with clear white striping and bulb-outs or curb extensions at major crossings, used to improve the visibility and safety of pedestrians.
4. Attractive and consistent signage and pedestrian-scale lighting to create a sense of place and identity within Placer Vineyards.
5. Comfortable and coordinated street furniture.

Site Design Guidelines

1. Village centers are encouraged to provide higher intensity housing and commercial uses within a convenient, 5-minute walking distance from the center.
2. The village center should be organized to provide convenient walking connections from the surrounding neighborhoods.

A pedestrian plaza gives identity and a gathering spot for the Village Center.

Landscaping and street furniture create a pedestrian-scale environment for the Village Center.

3. The building and site design of the village center should create a pleasant and enjoyable place that makes walking attractive and preferable to driving. The pedestrian experience should include large-canopy street trees, landscaped spaces, and seating areas.
4. Streets and pedestrian paths should be interconnected with the surrounding neighborhood to encourage walking and cycling and distribute traffic to minimize volumes on local streets.
5. Transit stops should be located in the core of the village center with shelters, seating and other pedestrian amenities all in close proximity to other village center uses.
6. Parking for the village centers should be clustered in smaller parking courts behind buildings, away from the main public view, and should allow for shared use by all village center land uses and property owners.
7. For mixed-use projects, parking may be shared between uses, as defined in Policy 3.20.
8. Pedestrian amenities, landscaping, furniture, signs, and lighting should conform to a common landscape design theme to help provide a consistent village image and character. The theme should strive to create a consistent and pedestrian-scale treatment to buildings and the landscape without being overly historical in its approach, or relying on styles that may become outdated in the near future.

Building Design Guidelines

1. Each village center should have its own unique design elements that distinguish it from other village centers.

2. Buildings in the village center should be designed with a consistent theme or architectural character, using a similar family of building materials, building styles, design elements, and use of color and details. Earth tones and natural materials are encouraged.

3. Buildings should be clustered close to street sidewalks and provide multiple windows and entries on the ground floor to activate the pedestrian space and increase the safety and visual control of the street.

4. Use of architectural elements that create a more active street life and pedestrian scale at the street level are encouraged. Such elements include ground-floor commercial windows; entries; awnings, overhangs, and arcades; outdoor seating, eating areas, and sidewalk seating; street trees for shade; pedestrian-scale lighting; signage; public art; and other streetscape elements.

Building materials, colors, and architectural features should be coordinated to give a unique identity to the village center.

Buildings with architectural elements on the ground floor and street furniture close to the sidewalks provide interest and activity for the pedestrian.

6.3.5 BASE LINE ROAD REGIONAL COMMERCIAL CORRIDOR

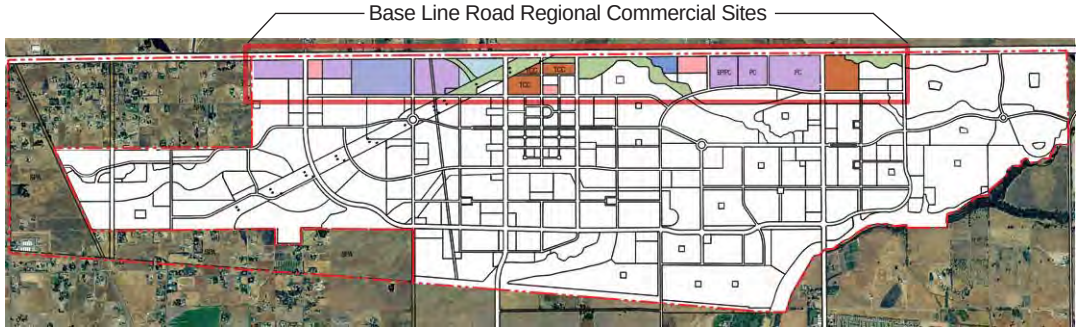
The Base Line Road commercial corridor is intended to provide services and promote a balance of employment in the region, as well as generate revenue for the County. It includes business parks, offices, regional commercial centers, and a power center.

Goal 6.21 Provide attractive commercial development and a mix of uses along Base Line Road that provide employment, attracts economic development, a diverse base of tenants, and is easily accessible to the community.

Policy 6.33 Base Line Road Commercial Corridor. *The Base Line Road commercial corridor offers products, services, and employment catering to the broader Placer Vineyards region. It is guided by the following standards:*

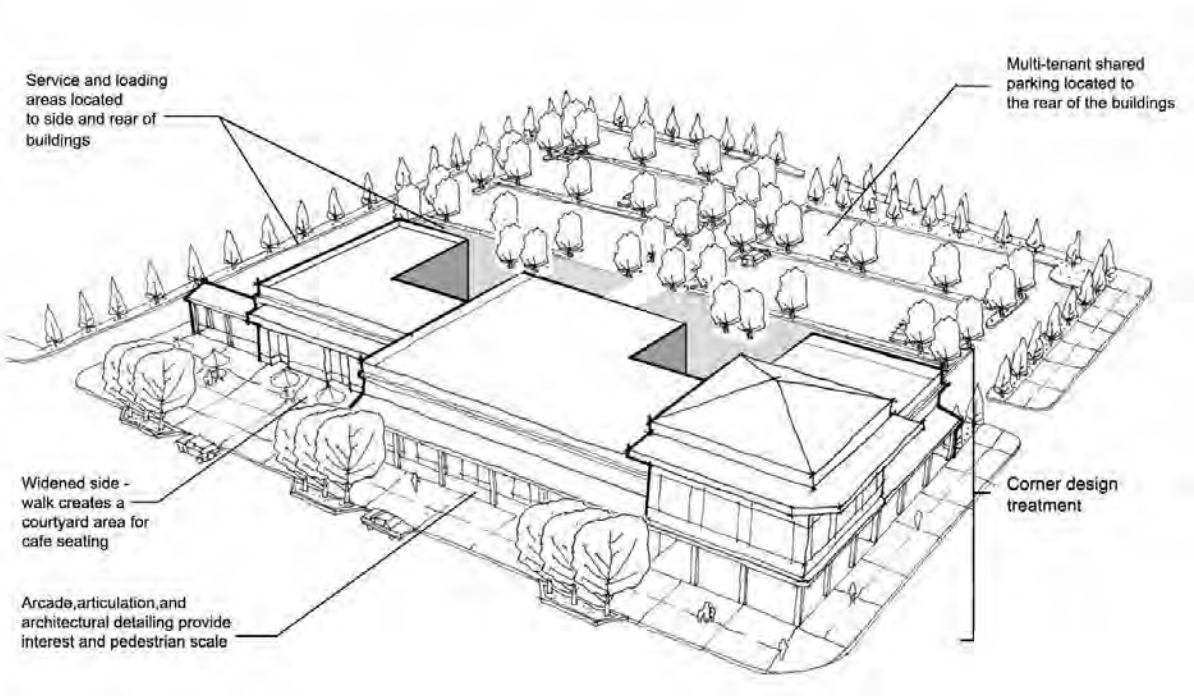
1. *The Base Line Road commercial corridor will provide easy access and transportation connections to neighborhood areas;*
2. *Direct access connections shall be avoided from Base Line Road (see Policy 5.12, Access within the Development Site);*
3. *Structures in the Plan Area (not including parking and landscaping uses) located immediately south of lands in active rice farming or lands under the Williamson Act contract, shall be setback 200-feet from the existing Base Line Road northern edge of pavement (see Policy 3.28 and Figure 3.4).*

Policy 6.34 Commercial Center Design. *Commercial buildings located next to Base Line Road and a 50-foot landscape corridor shall provide buffers internally in the Plan Area to the noise and traffic generated on Base Line Road.*



Regional Center Site Location Diagram

Figure 6.16 Conceptual Commercial Center Site Design



Policy 6.35 Location of the Power Center.

A Power Center will be strategically located in the Base Line Road commercial corridor at the southwest corner of Watt Avenue and Base Line Road to supply large-volume goods and services.

Design Guidelines for Regional Commercial Centers

1. Encourage buildings to be clustered to allow for internal courtyards and landscaping that minimizes views of parking areas and allows separation of parking and vehicular traffic from the pedestrian experience. Place buildings in close proximity to high-use pedestrian and transit streets to shorten the distance between transit and building entrances.

2. Design for site accessibility.

   a. Provide wide sidewalks and walkways from parking areas and transit stops.

   b. Provide bicycle facilities, seating, and other pedestrian amenities at a convenient location to building destinations.

   c. Use textured, colored pavement, and signage to delineate pedestrian areas and bikeways from vehicular areas.

   d. Provide plenty of shade along sidewalks, commercial frontage, and access routes through continuous canopies of shade trees, arcades, and awnings.

3. Design commercial sidewalks at a comfortable width to allow for adequate pedestrian access and visibility between adjoining retail storefronts and outdoor activity.

Cluster buildings around courtyards to insulate the pedestrian from the traffic and view of the parking areas.

Delineate pedestrian walkways from vehicular surfaces

   a. Design sidewalks with appropriate and coordinated pedestrian furniture including seating, trash receptacles, pedestrian lighting, newspaper racks, bicycle parking areas, drinking fountains, and signs.

   b. Establish an internal primary street front but allow variations in the placement of buildings that front directly onto commercial sidewalks. This variation is intended to accommodate building entries or additional cafe seating, landscape courtyards, and plaza spaces that function as outdoor spaces and encourage pedestrian activity.

4. Give special design treatment to street corners which are the most visible areas of the site and natural focal points. Buildings are encouraged to be placed at street-corner intersections.

5. Organize buildings on larger aggregated sites to avoid large parking areas that separate the pedestrians from their destinations.

   a. On-street parking is encouraged within the parking lots of regional commercial sites or on side streets with no thru-traffic.

   b. Shared parking is encouraged on multi-tenant sites.

   c. Plant deciduous canopy trees in parking lots and provide shade along sidewalks (see Policy 6.25 for parking lot shading requirements).

6. Separate access for loading from the primary driveway access. Loading areas and trash containers are encouraged to be located behind buildings or to the sides of buildings, accessed by service alleys, or screened by walls and landscaping.

6.3.6 NEIGHBORHOOD COMMERCIAL CENTERS

Neighborhood commercial centers are intended to provide a range of neighborhood-oriented retail services and products to the residential neighborhoods immediately surrounding them. These centers are sized to allow major tenants, such as supermarkets, drug stores, and hardware stores, as well as convenience service stations, fast-food restaurants, and support office uses, including real estate, insurance and dental offices.

Generally sited on the corners of major arterial and collector intersections, neighborhood commercial centers are located near higher density residential uses, public/quasi-public uses, and parks and open space.

More than just convenience retail centers, neighborhood commercial centers provide focal points of activity within the local neighborhood. Designed to encourage pedestrian access, they serve as local gathering places that enable other forms of neighborhood activity and interaction to occur.

Goal 6.22 Provide local neighborhood services within the community designed to be easily accessible and pedestrian friendly.

Policy 6.36 Neighborhood Commercial Centers.
Neighborhood commercial centers are mixed-use core areas that provide local services and retail to serve the surrounding neighborhoods. These centers will provide neighborhood commercial needs, offering professional services, public/quasi-public facilities, high density residential uses, and easy access to transit services.

Policy 6.37 Pedestrian Access.
Neighborhood commercial centers shall be designed to encourage pedestrian access along the face of commercial buildings and along public sidewalks.

Policy 6.38 Auto Access.
Auto access connections shall be designed to slow and discourage cut-through traffic with the use of traffic calming devices, stop signs, or delineated pedestrian crossings and other features.

Policy 6.39 Transit Access.
Bus turnouts, shelters, and clear pedestrian paths from the street to the major commercial tenants shall be incorporated into the design of neighborhood centers.

Neighborhood commercial area with outdoor seating along pedestrian walkways

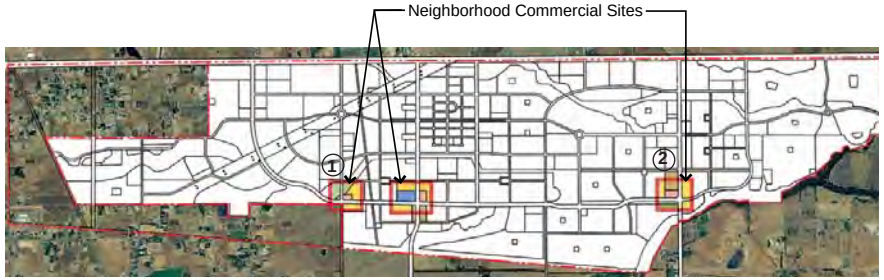
Mixed-use neighborhood commercial center integrated into the surrounding residential neighborhood

Design Guidelines for Neighborhood Commercial Centers

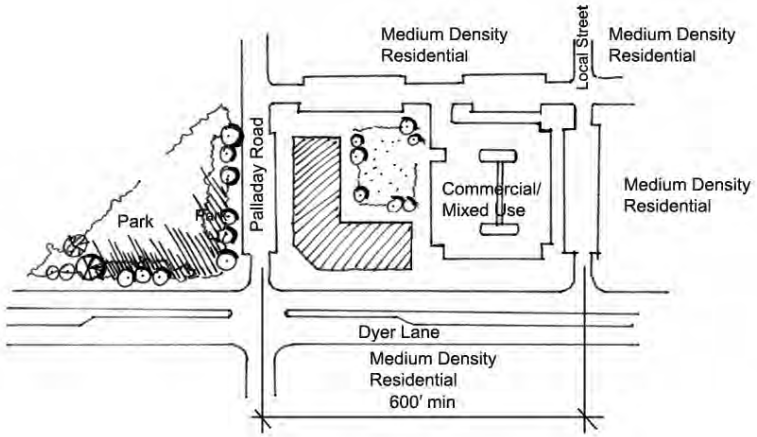
1. Covered walkways and awnings should front on to major anchor stores and connect with other multi-tenant retail shops.
2. Bicycle and pedestrian trails should be provided to allow convenient access between neighborhood commercial centers and surrounding residential neighborhoods.
3. Buildings should be oriented to and located next to pedestrian walkways and street edges. Parking should be placed behind or to the side of buildings to minimize its appearance.
4. Pedestrian-scale street lights shall be provided at appropriate spacings at street intersections, within parking lots, and along pedestrian alleyways and walkways. Street lights should be equipped with standards for hanging decorative banners, flags, and flower baskets. The maximum height for street lighting shall be 14 feet.
5. For mixed-use sites, parking may be shared between uses, as defined in Policy 3.20.
6. Loading access should be separated from the primary driveway access. Loading areas and trash containers should be located behind buildings, to the sides of buildings, accessed by service alleys, or screened by walls and landscaping.

Figure 6.17 Conceptual Access Diagram into Neighborhood Commercial Sites

The following diagrams address recommended access into commercial/mixed-use sites for two test sites in the Plan Area. Access into commercial sites should be avoided on arterial and major roadways and should instead be provided from secondary streets. The recommended minimum spacing from an intersection to a development driveway encroachment onto a major arterial or collector street is 600 feet. Minimum distances onto a local collector or low-volume road segments shall be 300 feet.



Neighborhood Commercial Center Key Diagram



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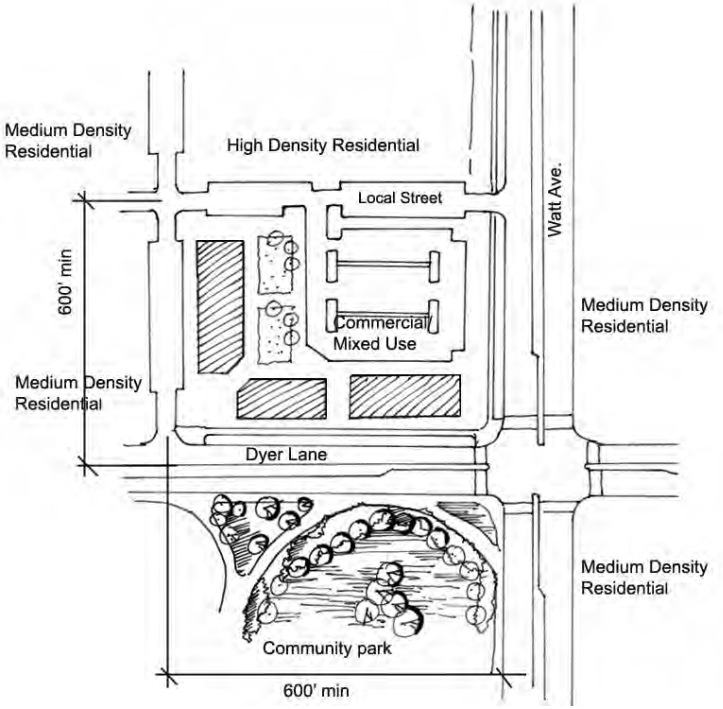

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6.4 NEIGHBORHOOD DESIGN

Placer Vineyards is organized as an assembly of neighborhoods, each designed with distinct site attributes, anchored with community-serving amenities, and connected through a system of roadways and greenways. The following design guidelines are intended to promote quality design and a cohesive residential environment for a wide array of single-family (detached and attached) and multi-family housing types. It also provides guidance for the siting of homes in relationship to the street, to open space, and to other neighborhood features.

Goal 6.23 Create distinct districts and neighborhoods that help define a sense of place and character within the larger Placer Vineyards community.

Goal 6.24 Design new development that is attractive, functional, and adds to the creation of a sense of place for the Placer Vineyards community.

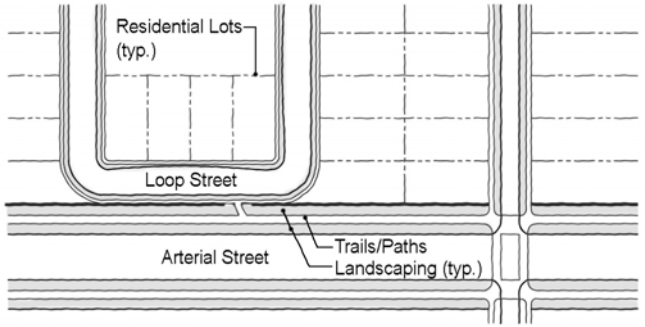
6.4.1 GENERAL LOT DESIGN

Goal 6.25 Promote lot design and development standards that respond to the unique characteristics of the site and provides the basic organizing framework for each development, but allows flexibility to accommodate a wide range of land use and housing types, styles, and design solutions.

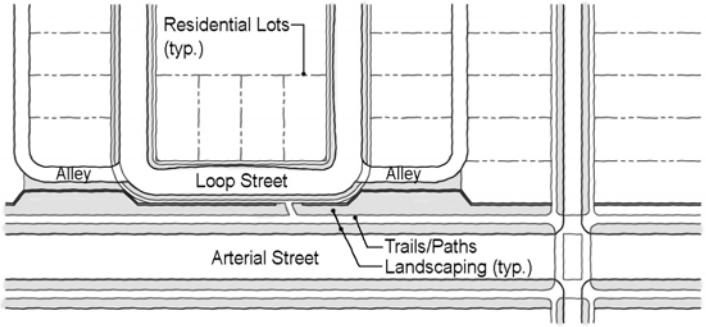
Goal 6.26 Encourage new, creative, and imaginative site designs that provide a variety of solutions to land use types throughout Placer Vineyards.

Policy 6.40 Lot and Development Standards.
All development in Placer Vineyards shall comply with the intensities found in Table 3.3 in Chapter III, "Land Use," and in Appendix A, "Land Use and Development Standards."

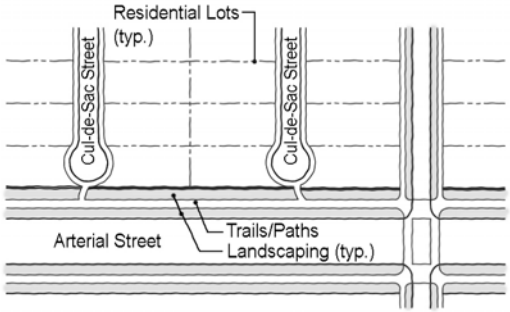
Figure 6.18 Lotting Conditions Adjacent to Major Roadways



Plan A: Lots Fronting on Loop Road with Alley Access



Plan B: Lots Fronting on Loop Road



Plan C: Open Ended Cul-de-Sac Options

Design Guidelines for Residential Lotting

1. Residential lotting adjacent to major roadways should minimize the need for continuous sound walls through the use of a variety of road and lot configurations. Possible alternative lotting and road configurations are provided in Figure 6.18. Also refer to policies 6.43 through 6.49.

2. Residential lots should be organized in block layouts that encourage walking, biking and use of alternative modes of transportation.

   a. Neighborhoods should be organized into smaller recognizable subareas, where feasible, with schools and neighborhood parks as focal points.

   b. Residential blocks and streets should be organized in a pattern that reduces regional thru-traffic.

6.4.2 RESIDENTIAL DESIGN

The Placer Vineyards Plan is based on the concept of interconnected residential, commercial, and open space areas. Neighborhood residential policies encourage connections to collector streets between the properties of different parcels and between phases of the same parcel. This concept of interconnections is represented in Figures 6.19, 6.20, and 6.21.

Goal 6.27 Develop residential areas as open and linked neighborhoods that encourage alternative modes of transportation–walking, biking, and transit use–with a school or neighborhood park located within easy walking distance of the surrounding community as the focal point.

Goal 6.28 Create an interconnected community that increases the opportunity for pedestrians to make shortcuts by providing points of access from residential neighborhoods.

Goal 6.29 Provide a diversity of neighborhood streetscapes and architectural designs. Variety in design character helps to reduce the visual repetitiveness of neighborhoods and contributes to a sense of scale that relates to the street and de-emphasizes the automobile as the dominant visual component in the physical landscape.

Policy 6.41 Residential Neighborhood Site Design.

Residential neighborhood site design shall provide opportunities for pedestrian and bicycle connections to core areas and other neighborhoods.

1. *Streets shall be laid out in a pattern that allows for internal connections between adjacent residential neighborhoods without having to drive to an exterior thoroughfare or arterial street.*

2. *Residential developments shall be compatible with and connect to the broader community.*

3. *Residential developments shall avoid using sound walls, when possible, or site designs that insulate or separate the development.*

4. *Residential development shall be designed to have single-loaded streets, located along parks, drainage ways and open space areas. Single loaded streets shall always be provided adjacent to the Dry Creek corridor. Frontages without single-loaded streets may also be approved under certain conditions. Potential conditions when side-on or back-on lot designs next to parks or open space may be approved are:*

   a. *In small housing development areas where fronting streets is difficult or infeasible, and*

   b. *Frontages along drainage corridors when frequent openings (i.e. open-ended cul-de-sacs and pedestrian ways) are provided.*

When homes are planned to back onto parks, drainage ways, and open space areas, rear lot conditions shall not extend more than 400-feet without being broken with an open-ended cul-de-sac or pedestrian accessway.

Policy 6.42 Gated Developments.

Gated developments are allowed but not encouraged in the Plan Area. Gated developments will only be allowed at the discretion of the County. When evaluating gated development proposals, the County will ensure that the development is well integrated into the fabric of the Specific Plan and that public pedestrian connection areas through the gated community are provided to adjacent developments and open space areas. The County will also ensure that the design and location of the gates will provide safe and sufficient circulation for emergency service providers and the ability for vehicles to turn around in front of the gate to prevent them from backing out into the adjacent roadways. Gated communities must be designed to ensure that through streets are provided, connecting adjacent neighborhoods and developments and that overall traffic circulation within Placer Vineyards is accommodated.

Figure 6.19 Conceptual Residential Interconnections Diagram

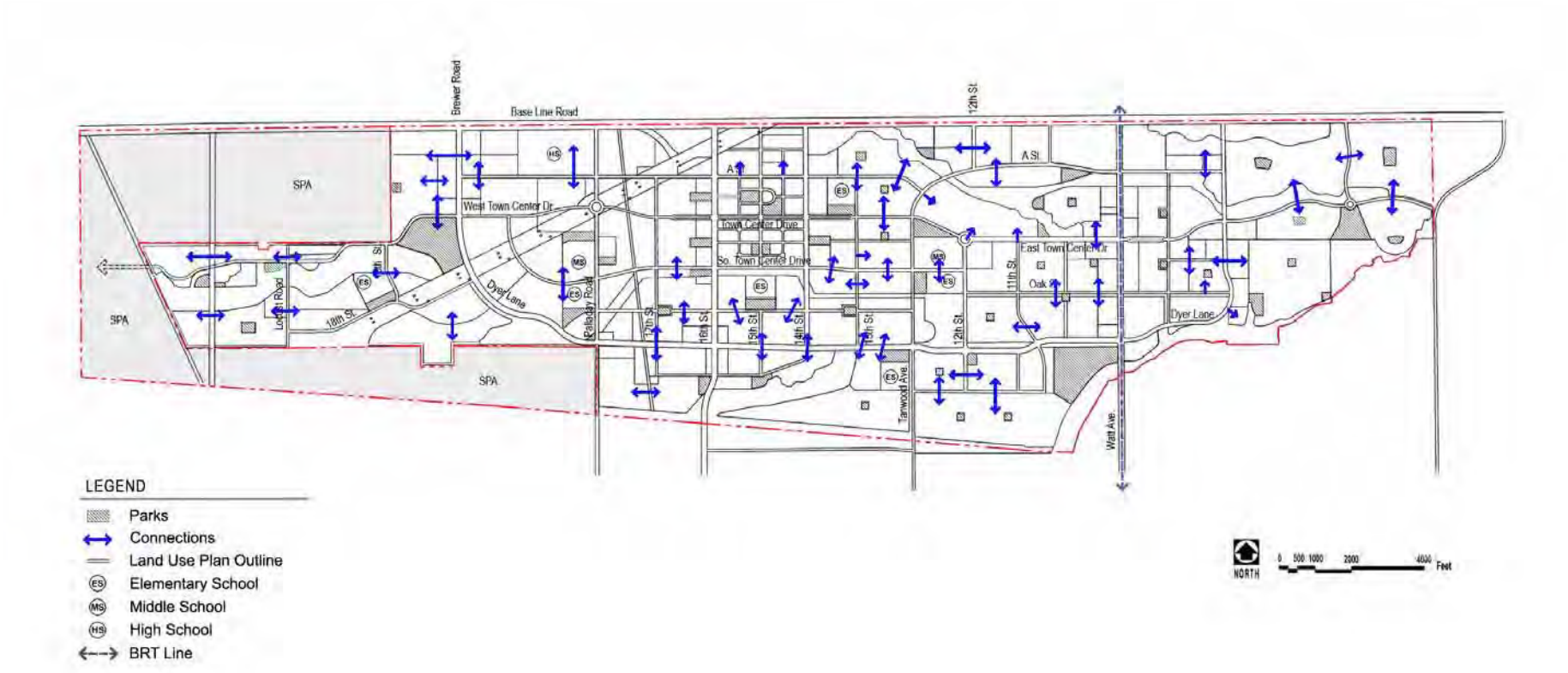


Figure 6.20 Residential Site Design Example: DISCOURAGED

Figure 6.21 Residential Site Design Example: ENCOURAGED

RESIDENTIAL NEIGHBORHOOD SITE DESIGN GUIDELINES

Residential neighborhood design layouts should be designed consistent with the following standards and guidelines.

1. Roadways and pedestrian access paths should link adjoining neighborhoods as an interconnected network, providing easy access to schools, parks, and open spaces. Neighborhood layouts should provide multiple access points, thereby maximizing the number of streets that carry traffic into each residential area and distributing traffic loads.

2. Residential neighborhoods and associated landscape plans should be organized to create a feature or place that makes the neighborhood unique or distinct. This feature may include parks, open space and creek corridors, or school sites that are easily accessed from surrounding residences.

3. Religious sites should be located on the periphery of residential neighborhoods along community collector streets or arterial roadways.

4. Residential streets should be organized to slow traffic and create a more pedestrian-friendly and safe environment through the selective use of roundabouts, bulb-outs, median planting, cul-de-sacs, special paving, and other site or architectural design features.

5. Neighborhood layouts should ensure that open spaces and creeks are visible and accessible from public areas, streets, and trails. Lot and residential building layouts should face onto open spaces wherever possible to provide visual surveillance and security to open space areas.

Pedestrian access paths should create connections linking residential areas to neighborhood destinations.

Parks can be organized to create a focus for a community.

Homes should front onto open space whenever possible to provide visual surveillance to open space areas.

6. Residential site designs should ensure outdoor activity areas shall not exceed the County noise standards. Designs should, however, minimize the need for sound walls adjacent to collector streets within Placer Vineyards by utilizing the planning techniques defined in Policy 6.48 through 6.50 and as illustrated in Figures 6.18, 6.20, 6.21, 6.24, and 6.25.

7. Pedestrian and emergency access should be provided from neighborhoods adjacent to open space and creek corridors.

   a. Access can be provided by local, single-loaded streets parallel to open space and creek corridors.

   b. Access may also be provided from open-ended cul-de-sacs, stub streets, loop streets or pedestrian easements between lots.

   c. Pedestrian access points along open spaces should be no more than 400 feet apart.

   d. Use of narrow pedestrian connections between lots should be minimized and used only where site constraints preclude access directly from abutting streets.

   e. Where used, pedestrian access easements should provide functional, safe connections and be a minimum of 20 feet in width. Portions of pedestrian access easements may be wider while still providing visual surveillance from the abutting streets.

   f. Housing units adjoining access easements should orient homes toward, and be designed to provide visual surveillance of, the pedestrian path from the major living areas of the unit, major entries, and/or windows.

8. All neighborhood site layouts should provide a minimum of two access points on local collector streets.

9. Neighborhoods should have a mix scale of homes, including a mix of one- and two-story homes.

10. Private residential streets are allowed in neighborhoods following Design/Site Review approval (see Chapter IX, "Implementation" for more information on the Design/Site Review process). Refer also to Policy 5.5 on private residential streets.

Design Guidelines for Residential Buildings

Residential building design should provide a mix of façades and floor plans along the same street to avoid repetition or monotony. A variety of design techniques may be used to create variety and visual interest along the street, including the following:

1. A mix of elevations, building styles, and setbacks are encouraged to provide variety in the appearance of the street. Houses of identical elevation should not face one another across the street, nor should they be located next to each other on the same street.

2. Front elevations of residential units should be designed to emphasize entries, porches, and windows into living areas and de-emphasize garages.

3. The building façades in each neighborhood should provide for a variety of styles, materials, colors, and details with some elements that create continuity between units.

Neighborhoods should have a mix scale of homes.

A variety of building styles is encouraged to provide variety along the neighborhood street.

The front elevation of residential homes should emphasize entries, porches, and living areas.

4. Large wall surface areas on building façades should be varied through the use of offsets, overhangs, recesses, balconies, or other architectural elements to provide visual relief and interest. Design attention should also be given to side and rear building façades visible from arterial streets, parks, or other public use areas.

Articulate long building façades through the use of overhangs, recesses, and other architectural features.

Design Guidelines for Entries and Porches

Residential building design should emphasize building entries and porches oriented to the street, providing visual surveillance of the public realm.

1. Entries to residences should be located on the front façade and articulated with special architectural elements such as a deep-set roof overhang, trellis, porch, an offset entry stoop, entry garden, courtyard, or entry portal.

2. All front porches should have a minimum depth of 6 feet (measured from the house to the face of the support columns), large enough to be functional as outdoor seating areas.

Design Guidelines for Roofs

Residential neighborhoods and building designs should incorporate a variety of roof forms and treatments to create visual interest. Roof forms, materials, and colors are a major visual element in establishing the style, character and appearance of residential neighborhoods. Roofing materials used should reflect the style and overall character of the building and should be compatible with roofs in adjacent neighborhoods. Color should be used to bring together materials from the site or in the architecture of the building. Use of colors to differentiate between buildings or tenants within larger multi-family complexes or residential developments is encouraged.

Careful consideration and the following standards have been set to avoid the monotonous, repetitive, or massive views of roofs from off-site locations.

1. A variety of roof forms should be provided for each floor plan within a neighborhood, and should be compatible with the architectural style of each building.

Residential building design with well-articulated front entry using entry landscaping and deep roof overhangs.

Roof forms should be compatible with the architectural style of the building, varied, and articulated to give unique identity to the home.

2. Roof pitches should vary within each neighborhood or project area.

3. Simple roof forms that cover the majority of the main body of the house are preferred. However, roof forms should be articulated through the use of gables, hips, dormers, clerestories, offsetting ridge lines, or other architectural features to reduce the appearance of one large unarticulated building mass.

4. Where possible, roof designs should provide large eaves or overhangs to reduce the visual scale of the building, provide shadow lines and shading to windows to reduce the heat loads coming into the home.

5. All roof top or ground mounted mechanical equipment should be screened from public view.

6. Roof vents grouped and located to the rear of the ridge line, away from the public streets, parks and major pedestrian areas, or the use of ridge line vents is encouraged, to the greatest extent possible.

7. Rooftop screening should be designed as an integral part of the building style and roof type.

8. Active and passive solar-powered systems are encouraged and if provided, should be integrated into the rooftop and building architecture.

Design Guidelines for Garages and Driveways

A variety of garage placements and driveway configurations are encouraged in residential neighborhoods to reduce the visual scale and dominance of cars and garages along the street. See Figure 6.22 for examples of garage and driveway configurations.

Garages

The following are guidelines for locating garages (Refer also to Appendix A, "Land Use and Development Standards," for design standards for garages.):

1. Homes with side-loaded garages may be set forward of the front façade of the living area, provided the garage side on the street is set back consistent with the minimum front setback for that area.
2. Garages served by an alley may be attached.
3. Homes on corner lots should provide driveways from the side street when feasible, as shown in Figure 6.22. Façades of buildings with side-entry garages should be designed with windows, overhangs, arbors, entryways, or other design elements to avoid continuous blank walls on the façades of side facing garages.
4. Single-width garage doors are encouraged, especially for two-car garages.
5. The location of detached garages in the rear half of the lot are encouraged.
6. The location of detached garages in the rear half of the lot are encouraged.

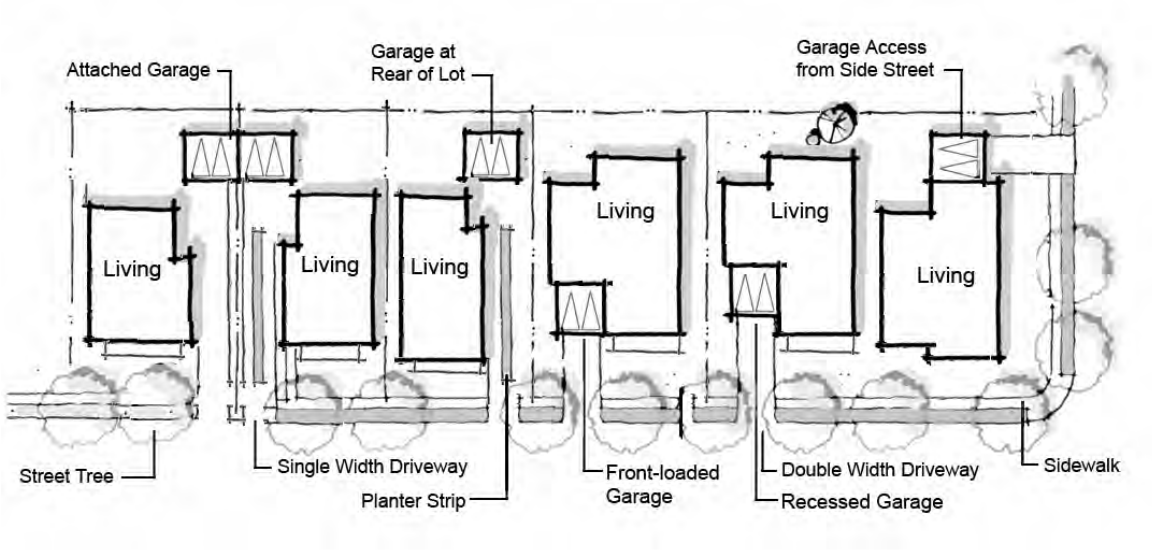
Driveways

The following guidelines are recommended for the design of driveways. Driveways with parking on the driveway shall conform to the minimum aisle widths and parking stall depths for parking lots, specified in Appendix A, "Land Use and Development Standards."

1. Direct driveway access to individual residential units from a four-lane or six-lane arterial street is prohibited.
2. Use of planter strips, landscaping, and special paving are encouraged for driveways and alleyways.

Planters and special paving are encouraged along driveways and alleyways.

Figure 6.22 Driveway and Garage Configurations



6.4.3 WALLS, FENCES, AND SCREENING

Walls and fences throughout Placer Vineyards and on property lines provide for privacy security and sound attenuation, and can help to shape individual homes and neighborhoods. Walls and fences influence the character of neighborhoods and they can reduce connectivity by creating physical and visual barriers between neighborhoods. This section includes a variety of techniques and standards that must be used to satisfy the above goals. These require that sound walls be used only when absolutely necessary.

The policies of the Placer County General Plan encourage the use of setbacks, building orientation, noise barriers and other alternatives as noise mitigation in lieu of sound walls. In the event that sound attenuation is required, the techniques and standards specify that all available planning tools and design strategies be used to avoid the use of sound walls to meet noise level standards. Refer also to the noise standards in Chapter IV, "Environmental Resources."

The design intent of this Specific Plan is to limit the use of sound walls along arterial and collector roads. To mitigate traffic noise and the possible negative visual impacts of continuous sound or privacy walls, a variety of design treatments and land use relationships are recommended. These design treatments include:

- Land use patterns planned to be compatible to the scale of roadways;
- The arrangement of lots and streets, including frontage or loop streets and open-ended cul-de-sacs to provide an additional setback or interrupt the continuous wall;
- Consistent wall design with interruptions to wall massing for pedestrian openings, connections, and wall offsets with optional trellises and privacy gates; and
- Landscape treatment, such as earth berms, to buffer pedestrian paths and soften or minimize the presence of the wall.

Goal 6.30 Design communities to provide increased visual surveillance of all parks, open space, and pedestrian ways.

Goal 6.31 Encourage open communities. Limit the use of sound walls and fences that can separate neighborhoods.

Goal 6.32 Implement measures to reduce traffic noise on-site to acceptable levels along major thoroughfare and arterial routes (Watt Avenue, Base Line Road, Dyer Lane) and the major collector roadways with general outdoor noise levels in excess of 60 dB DNL, where such routes and roadways are adjacent to low- and medium-density residential development.

Policy 6.43 Attenuating Noise at Low- and Medium-Density Residential Areas Along Major Roadways.

The following shall establish the primary and secondary means for achieving acceptable sound levels along streets that will carry varying levels of traffic. See Policy 6.44 for a description of the means of implementing these techniques.

1. ***Thoroughfares and Arterials.*** *Watt Avenue and Dyer Lane will carry the highest level of traffic within the community. Residential uses along these streets will be protected from sound levels in excess of the 60 dB DNL standard by the use of sound walls and landscape berms. Open ended cul-de-sacs and loop streets (see Figure 6.18, Plan A, B and D) shall be used to minimize the unbroken length of the sound walls. On Dyer Lane west of Palladay Road and on 16th Street, north of Dyer Lane, where traffic volumes will be lower, design features described as appropriate for collector streets shall be implemented, if approved by the County.*

2. ***Collector Streets.*** *Many of the collector streets within the community will carry traffic volumes likely to generate noise levels requiring strategic site planning to accommodate noise impacts. Figures 6.20 and 6.21 present examples of designs for neighborhood subdivisions. The designs in these figures are discouraged and encouraged, respectively, when considering the goal of providing residential interconnections on collector and residential streets, where the use of sound walls is discouraged. Appropriate design techniques include open-ended cul-de-sacs (Figure 6.18, Plan D), front-facing development, frontage streets, and loop streets (Figure 6.18 Plans A, B, and C). Figure 6.25 shows a typical street design plan designed in accordance with these standards that minimizes the impact of sound walls.*

Policy 6.44 Edge Treatments for Use at Low- and Medium-Density Residential Areas.

The use of sound walls shall be considered only in conjunction with a minimum of one of the other practical design-related noise mitigation measures described below. Access through sound walls should be provided according to the guidelines listed below so long as it does not introduce noise levels into neighborhoods that exceed County General Plan Noise Element standards. Conceptual designs for a typical residential layout and neighborhood entry along a collector street are shown in Figures 6.23, 6.24, and 6.25.

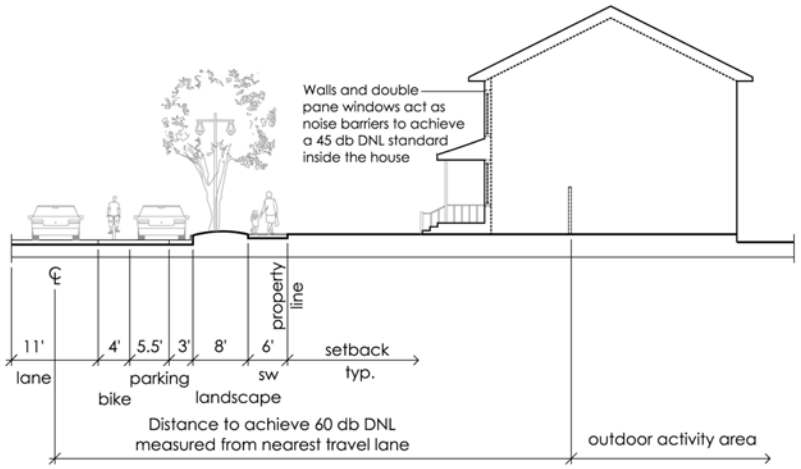
1. ***Sound Attenuation on Collector Roadways.*** *The preferred treatment to accommodate noise levels on collector streets shall be the use of rear loaded homes fronting onto the street and buildings that act as noise barriers. Homes shall be designed such that the home and side and rear yard fence placement ensures a maximum 60 dB DNL in the outdoor activity area.*

Unless otherwise determined by the Planning Director during the Subsequent Conformity Review process, for the purposes of this Specific Plan, the outdoor activity area is defined as a private outdoor living space enclosed by side and rear yard fences, or an enclosed courtyard, balcony, private patio, or deck. Alternatively, a fence or wall designed and maintained as a noise barrier can be used to obtain the 60 dB DNL transportation noise standard at the outdoor activity area. This would require an acoustical study and barrier maintaining entity, and shall be approved by the County as part of the Subsequent Conformity Review process described in Chapter IX, "Implementation."

The following types of housing can be designed for acceptable noise levels while fronting on these streets: townhomes, multi-unit buildings that have the appearance of a single home from the street, small lot, motor court, and large lot rear-loaded single family homes. (Refer also to Appendix A, "Land Use and Development Standards," for examples of these housing types).

2. ***Sound Walls.*** *Sound walls that may be required along Watt Avenue and high traffic sections of Dyer Lane, 16th Street, and A Street shall generally not exceed a maximum unbroken length of 400 feet. Sound walls on collector streets, shall be avoided, however, if they are required, as determined by the County, they shall not extend more than 300 feet along these streets without being broken by the use of an open-ended cul-de-sac, a section of fronting streets, or homes facing onto the street (see Figure 6.24).*

Figure 6.23 Sound Attenuation on Collector Streets



The minimum sound wall opening dimension shall be 25'. Greater width openings are preferred if it is designed in accordance with County noise standards, as demonstrated by an acoustical study.

The preferred noise attenuation treatment shall consist of relatively short lengths of sound wall, interrupted by street intersections, open-ended cul-de-sacs, use of landscape berms with lower built-in walls or fences, pedestrian access easements, and wall offsets (see discussion of these features in the points that follow). Sound walls shall be designed such that the entire length of a street will have a consistent appearance. The aesthetic design of sound walls shall be standardized along the streets. Sound wall designs shall be addressed in the Landscape Master Plan (See Policy 6.1).

For conditions where a sound wall is required, the height of sound walls shall be no more than 6 feet measured from the adjoining finished grade on the street side of the wall and no more than 8 feet from the finished grade on the residential/ commercial side of the wall. When changes in elevation occur linearly along the wall or fence, the structure shall be stepped in equal vertical increments. No step shall exceed 18 inches in height.

The preferred sound wall design shall be split face concrete masonry with pilasters. Trees, shrubs, and vines shall also be planted along the length of the sound wall.

3. ***Frontage and Loop Streets.*** *Frontage and loop streets allow residential development to face the arterial street without the need for a wall or fence along the street. The right-of-way for the frontage or loop street may be reduced in width and the sidewalk on the opposite frontage of the residences may be eliminated. See Figure 6.18, Plans A, B, and C.*

4. ***Open-Ended Cul-de-Sacs.*** *Open-ended cul-de-sacs that end at collector streets are intended to reduce the length of sound walls facing onto the major streets and provide pedestrian and bicycle access to the roadways. See Figure 6.18, Plan D.*

5. ***Large Lots****. Large lots with single-family homes or multiple dwellings are typically accessed from intersecting side streets or from the rear with the primary entries facing the street. Sound or privacy walls and fences in front yards are allowed only as specifically approved by the County.*

6. ***Landscaped Setbacks and Buffers.*** *Additional setback buffer areas that are landscaped can be used between residential areas and streets. In this condition, local streets, loop streets, or frontage roads face onto a landscape buffer. Privacy walls or fences are not allowed in front yards of adjacent residential lots. The landscape buffer may incorporate earth berms, trees, shrubs, and other screening vegetation. The right-of-way of local streets adjacent to the landscaped buffer may be reduced in width and the sidewalk may be eliminated from the landscape buffer side of the street.*

7. ***Landscaped Berms.*** *Landscaped berms shall be designed not to exceed a maximum 2:1 slope.*

Open ended cul-de-sacs interrupt the length of sound walls and allow pedestrian connections.

Landscape berms and terraces used to reduce the appearance of the soundwall along the sidewalk.

Edge treatment along a major collector roadway

Policy 6.45 Edge Treatments at Other Areas Along Major Roadways.

1. ***Compatible Land Uses.*** *All parks, houses of worship, and other noise sensitive uses shall be protected from exposure to noise levels in excess of 60 dB DNL. See noise policies in Chapter IV, "Environmental Resources." Commercial, office, public and other non-residential uses are planned along the major arterial thoroughfares, Base Line Road and Watt Avenue. These non-residential uses will not require the use of sound walls along the street. Where sound walls are required, sound walls shall be designed according to the standards found in Policy 6.44(2), "Sound Walls." A variety of landscaping, berming, or other screening techniques should be used to screen parking lots from pedestrian sidewalks.*

2. *Front-Facing Development. Buildings facing onto the street are the preferred treatment in the Town Center, high-density residential developments throughout the Plan, and along collector streets. Residential uses exposed to transportation noise in excess of 60 dB DNL will be required to design effective mitigation measures to reduce noise in outdoor activity areas to 60 dB DNL and noise in interior spaces to 45 dB DNL.*

   Appropriate noise mitigations will give preference to proper site planning and design over the use of noise barriers or sound walls. For example, high-density projects should be designed such that active outdoor spaces are shielded from noise impacts by buildings or parking areas between the street and the building or active outdoor space. Building may also be designed with sound-rated